AN emap BUSINESS PUBLICATION

Coachmart

The leading weekly serving the coach industry

August 17, 1989 Issue 550 £1

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'Discover an undiscovered' part of Austria

£

COACHMART Says

Don't make it worse

AT FACE value, the industry ought to welcome any proposals to lift the burden of form filling and traffic court attendance from the coach operator with open arms.

That, according to Transport Minister Michael Portillo, is the intention behind the Government's plans to streamline operator licensing procedures for passenger and goods vehicle operators.

But what may lift burdens may also damage the image of the industry. Will three steps forward be countered by at least two steps back?

For this industry, the two main proposals are the introduction of continuous licensing and the abolition of O-licensing for minibuses with fewer than nine passenger seats.

For most, continuous licensing will be a welcome move, sparing them of the need to make and pay for renewal applications every five years. But there are problems.

Traffic Commissioners have used the existing regulations as a disciplinary measure to curb the excesses of errant operators. They could curtail the O-licence to expire in one, two, three or four years, rather than five.

They could also reduce the number of vehicles on the licence or revoke it completely. With the new rules, it looks as if time limits might no longer be permitted. If not, the options open to the commissioners – and to companies which have erred from the course of the law – will be more limited.

The danger is that either the commissioners are going to feel less able to tackle the errant operator or are going to be compelled to adopt harsher policies against borderline cases than they might prefer.

Operators which are scrupulous in abiding by the rules could find themselves competing with others who are allowed to get away with more than is the norm today. That is not good news.

Nor is the plan to abolish O-licensing for all low capacity minibuses.

The problem of illegal minibus operation is already rife in some parts and leaves O-licensed operators to compete against businesses which disregard any legal obligations which happen not to suit them.

The Government's proposals will make it even more difficult to take action against such operators.

By all means, let us have simpler rules, but make certain that new problems are not created in the course of banishing the old ones.

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Operators miss £1 million payout

COACH and bus operators are missing out on new business opportunities in the English countryside, says the Rural Development Commission.

In a 20-page booklet entitled "Opportunities in Rural Transport", the Commission contends that public service vehicle and taxi operators are ignoring ways in which new country services could help them to expand their businesses.

The booklet contains a breakdown of the current rural transport situation and describes the various new service options that have become available since transport deregulation in 1985.

A £1 million fund has been set aside by the Commission to provide grants for new rural services. Cash from it can be provided to meet half the cost of any additional vehicles needed to operate a new service and for any supplementary expenses such as printing timetables and publicity.

Peter Roberts, head of the Commission's rural transport services, said: 'We've £1 million worth of grants going begging and there is plenty of other help available for new and established operators.'

The new booklet explained how they worked and should be essential reading for anyone looking for new business opportunities, he added.

In addition to cash help, there was a transitional rural bus grant and a fuel-duty rebate which, when combined, could dramatically reduce operating costs.

This, Roberts said, could open up routes and services which might otherwise have been considered marginal.

In recent years, the Rural Development Commission has been lending its weight to the campaign for better rural transport. It now employs a team of experienced transport consultants who are available, at heavily-subsidised rates, to help operators launch new services and handle any associated red tape.

The new booklet is available free from the Rural Development Commission 141 Castle Street, Salisbury, Wilts SP1 3TP.

Carlyle introduces new range

AS revealed in *Coachmart* on July 13, a new range of midibuses and coaches – the first to be built by the company on Mercedes-Benz chassis – is being introduced by the Carlyle Group of Birmingham.

Production will start in September, initially on the 811D chassis, followed by the 709D.

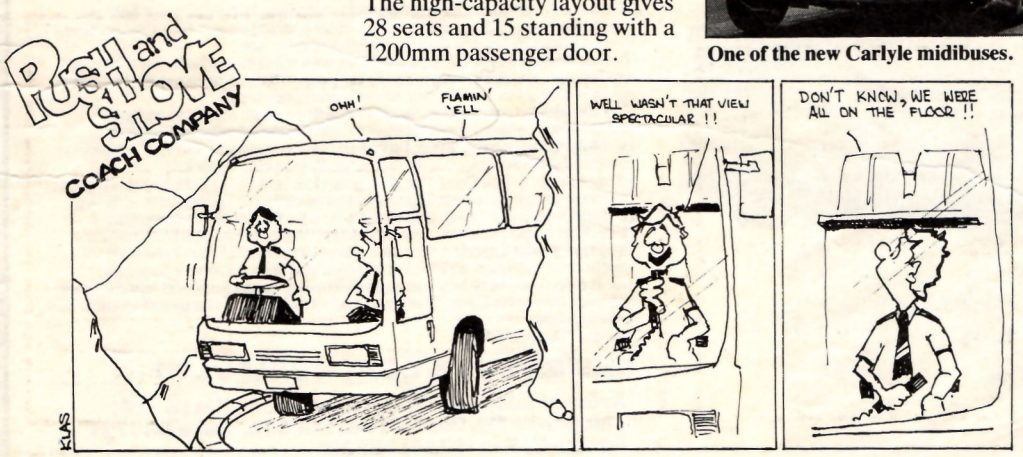
The construction makes extensive use of alloy sections and panels bonded together to form a strong yet light structure.

Full use is made of GRP mouldings at the vehicle front and rear, with easily-replaced sections in the vulnerable skirt and corner areas. The Mercedes-Benz frontal treatment is retained to give maximum serviceability.

The range, which also includes the 814D, will provide seating capacities from 25 to 33, with extensive options on layout and specification. Three door apertures are available – 750mm, 900mm and 1200mm – and vehicles will be built in bus, coach and dual-purpose form.

One of the prototypes of the range has been built on an 811D chassis with automatic transmission and a retarder. The high-capacity layout gives 28 seats and 15 standing with a 1200mm passenger door.

One of the new Carlyle midibuses.



Havelet goes for Duples

HAVELET Leasing has acquired an undisclosed number of Duple-bodied Dennis Javelins from W S Yeates's stock and is offering them on five-year operating leases.

All have 320SL bodies with 55 reclining seats.

Havelet says they are available generally on five-year operating leases for £1,295 per month.

General manager Adrian Benson told *Coachmart:* 'The Javelins are intended to give us a vehicle in the lower rental range.'

Law views

BUS and coach operators are to be asked their views on proposals to extend the use of prohibition powers to unfit and overloaded buses and coaches.

The Department of Transport is seeking the industry's comments on administrative details of the plans, contained in the White Paper "The Road User and The Law."

The White Paper also includes proposals to extend, to suitably authorised police officers, the powers exercised by the Department's vehicle examiners to prohibit the movement of goods vehicles and buses which are so unfit for use on the road that they pose an immediate risk to public safety.

Party time

MANY coaches are expected at the world's largest children's party to be held on Town Moor, Newcastle-upon-Tyne on Sunday, August 27.

Drivers are asked to set down passengers on the Great North Road at the bus stops at the northern end of the A6127(M). Coaches may set down at both the northbound and southbound bus stops.

Operators will be asked their departure time and will be directed to free coach parking available on the east quayside. Free shuttle buses provided by Go-Ahead Northern and Busways will carry passengers at the end of the party from the Town Moor to the east quayside to prevent congestion.

Passengers should allow 30 minutes between leaving the party and their coach departure time.

Pictured with the prize coach are: right, National Express MD Clive Myers; below left, Jardine regional chairman David Jones and top, Philip Cunningham of Torch Motor Policies.

Win a top coach

A BRAND new National Expressliner worth about £100,000 can be won by the first player to hole in one at the 11th hole of the Telford Golf and Country Club on September 29.

The occasion is the first golf tournament to be hosted by National Express and the prize is sponsored jointly by Jardine Insurance Brokers Ltd and Torch Motor Policies at Lloyd's.

The tournament is open by invitation to PSV operators or suppliers in the bus and coach industry.

National Express is insured at Lloyd's of London by Torch Motor Policies, whose commercial portfolio includes this class of business. The risk was placed with Torch Motor Policies by Jardine Insurance Brokers Ltd.

Voyager in operation

NATIONAL Express's new joint-venture company, Yorkshire Voyager Travel Services, came into being in late July.

The move followed completion of the ATL takeover by National Express.

Yorkshire Voyager has been formed to take over AJS Holdings' coaching interests on the Express network. It will run on the same lines as National Express's two earlier companies. Managing director of the new company is John Havelot, formerly coaching manager with National Welsh.

His two partners are Roger Evans, engineering director, who is a former fleet engineering inspector with National Welsh,and Geoff Walmsley, operating director.

Help at hand

SPECIAL help for small businesses to adjust to the new system of business rating is being extended.

Under Government proposals, businesses facing rate increases as a result of the combined effects of the 1990 revaluation and the switch to the new uniform business rate will have annual rate rises limited during the transitional period, with a lower rate of increase for small firms.

Small firms facing rate reductions will also get their gains more quickly, Environment Secretary Chris Patten has revealed.

Sorry!

EAGLE-eyed readers will have spotted that the photograph on page 12 of last week's issue of *Coachmart* showed John Fowler of W H Fowler and Sons with Tony Clayton of Stuart Johnson Ltd and not with his son Andrew as we stated in error.

And the *Coachmart* gremlins were at work last week in our profile of Scottish company Silver Coach Lines.

A printing error meant that some of the paragraphs at the end of the feature appeared in the wrong order.

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1984 (PP) VOLVO B10M – BERKHOF ESPRITE. 53 seat, reclining seats, courier seat, tinted windows, curtains, Webasto, radio/PA/ cassette, wheel trims. **£52,500.**

1987 (D) BEDFORD YNV – CAETANO ALGARVE. 57 seats, power door, side lockers, wheeltrims. **£49,950.**

1987 (E) IVECO 79.14 – CAETANO VIANA. 19 seats, curtains, radio, wheel trims. **£23,450.**

1983 (Y) AEC 760 11M S/AUTO – PLAXTON SUPREME V. 45 recliners, Bristol dome. **£26,950.**

1980 (V) VOLVO B58 – DUPLE DOMINANT II. 56 recliners, power door, tinted windows, radio/cassette, courier seat, Bristol dome, side locker. **£24,950.**

1979 (V) LEYLAND LEOPARD 12 METRE – PLAXTON SUPREME IV. 50 recliners, power door, Bristol dome. **£16,950.**

1982 (X) FORD R1014 – DUPLE DOMINANT IV. 42 recliners, side lockers, wheeltrims. **£13,500.**

The year quoted denotes the date of first registration, not necessarily the year of manufacture.

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Couriers' diploma agreed

AFTER two years of deliberation the Royal Society of Arts approved the outline of a Diploma for Couriers. Ten centres will be invited to pilot this, including Westminster College, RTL Training Services Ltd, Barking College, Saga Holidays, Friendberry and Sight and Sound.

Two years ago, Hazel Orchard from the RSA asked the industry if it wanted a Diploma for Couriers, and suggested inviting Peter Lapham of Saga, Robin Littlewood of East Yorkshire, Maurice Johnston of Bus and Coach Training, Ian Haddon of the British Incoming Tour Operators Association and Julia Watson of the British Tourist Authority to form a committee to discuss what would be required.

The committee came up with 10 tasks:

1. Provide clients with appropriate practical information.
2. Ensure compliance with legal requirements applicable to operation of tour.
3. Apply knowledge of consumer legislation and company policy to operation of tour.
4. Implement itineraries.
5. Maintain tour records.
6. Promote and operate optional services for customers.
7. Respond to medical emergencies.
8. Provide catering and other in-transit services.
9. Provide historical and geographical information.
10. Deal with a variety of client needs.

The framework of the diploma is being worked on the National Vocational Qualification guidelines. Each trainee will have a cumulative assessment record and will receive credits. These will be added together until the trainee has all 10, and automatically receives the diploma.

It will not be easy for the couriers to obtain the diploma, but the operators who spent long hours setting out the criteria for achievement didn't set out to make it so. Alan Ormandy, of the Association of Couriers in Tourism, said he welcomed the diploma, and added: 'It will raise the standards of staff in our industry.'

As many of the tasks as possible are to be assessed on work placements, but simulation may be used by colleged to supplement real work activities. Westminster College may be the first to offer the pilot course – it starts at the beginning of January, and anyone interested should contact Sue Gil on 01-437 8536.

MOOT is a hit

Eleanor Muirhead

EXHIBITORS and buyers thought MOOT 89, sponsored by *Coachmart,* was a perfect business opportunity.

This is revealed by research carried out by the English Tourist Board.

The survey looked at exhibitors' and buyers' attitudes to every aspect of the ETB's all-England travel trade exhibition held in the NEC in Birmingham in April.

Organiser Eleanor Muirhead said: 'We wanted the research to confirm for us that we were targeting the buyers the exhibitors wanted to meet, that the venue was the right one in terms of facilities, accessibility and so on and that MOOT really is a serious business opportunity for exhibitors and buyers alike.

'Their comments show that MOOT 89 was the near-perfect exhibition.'

Ninety-four per cent of the number of coach operators interviewed said their time had been spent usefully at MOOT. The consensus was that they attended MOOT primarily to find out information on new and existing products for bookings both this year and in 1990.

Ninety-five per cent of exhibitors valued their attendance and eighty-six per cent were definitely interested in exhibiting at MOOT 90.

MOOT 90, England's Tourism Market Place, is fixed for the NEC on May 2 and 3.

New option For VW

A CATALYTIC convertor option is to be offered on Volkswagen LT chassis from early 1990. Catalytic convertors reduce harmful emissions by a combustion process. The development enhances other environmental measures already adopted by the manufacturer – notably the introduction of asbestos-free clutch and brake linings.

Another mechanical improvement announced for 1990 LT chassis is a tandem servo braking system on LT40, LT45 and LT50 models, reducing pedal effort.

Chassis-cab LTs are now being fitted with a push-button radio, intermittent operation of the windscreen wipers, door trays and a cigarette lighter.

Drivers go Continental

DRIVERS of People's Provincial Buses in and around Portsmouth Ferry Port are going to learn French ready for 1992.

With the growing number of French tourists arriving at Portsmouth, they can help to boost trade before introduction of the single market, it is believed.

People's Provinical has won a new contract to provide a free bus service for passengers of the three ferry companies operating at Portsmouth.

More than 50 per cent of the number of foot passengers are French.

courses for staff and languages could play a key part in the future,' said managing director James Freeman.

People's Provincial has already asked P&O to translate timetables and other bus literature to help French visitors.

Freeman is also contacting senior schools and colleges to invite students to help the bus operator by analysing the ferry port service and making recommendations as to how the company can assist foreign visitors.

Watt is new manager

FORMER Shamrock and Rambler managing director Eric Watts is the new engineering manager of Crosville Motor Services Ltd. He will head engineering activities at the company's Chester-based workshops and 12 regional depots.

Watts has had considerable experience of the bus industry, having served with numerous municipal operators.

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Allison sells up

PLANNING restrictions have forced the proprietor of an Aylesbury business, Allison's minicoaches, into early retirement.

The founder and head of the firm, John Allison, told *Coachmart:* 'I was informed that my business was a visual blot on the landscape, and it had to go.' He added: 'I intended to retire before long, although I wasn't actually proposing to shut up shop yet. But now my hand has been forced.'

The two-vehicle business was operated from Allison's home with the help of his wife Anne and two part-time drivers. 'We didn't have formal planning permission to run it from here, but for eight years we've had no complaint.' According to Allison, neighbours did not object to the presence of his business, and nor did local councillors. 'I've got a pretty good idea who did make the complaints, but at the moment I don't really want to say any more than that.'

Two vehicles have been put up for sale following the closure. They are a Toyota Optimo with 19-seat Caetano bodywork (asking price £18,500) and a Talbot Express 14-seater (£10,000). As *Coachmart* closed for press, Allison was on the point of closing a sale on the Talbot, and had received four separate offers for the Toyota.

Surrey date

THERE is ample parking and a warm welcome for coach parties at the Edenbridge and Oxted Agricultural Show at Ardenrun, Lingfield, Surrey,on Sunday and Monday,August 27 and 28.

Parties can be booked through the show secretary, Mrs J.E.Shearman, at Oakley Farm, Bletchingley Road, Merstham, Surrey RH1 3QN. (07374-5843).

Reid is new MD

EDWARD Reid (52) has been appointed managing director of Bournemouth Transport Ltd in succession to Ian Cunningham, the man whose term in the post was highlighted by the "elimination of competition posed by Badger-Vectis, Charlie's Cars, Poole Bay Services and other smaller operators."

Edward Reid

Reid started his career in transport straight from college and spent 19 years as a traffic officer with Burnley and Pendle Joint Transport.

The next seven years were spent with South Yorkshire Passenger Transport Executive in various posts, finally as acting traffic manager responsible for the operation of 1100 vehicles.

His next move was to Strathclyde Passenger Transport Executive as controller (direct operations and passenger needs) with overall responsibility for the bus and underground operations in the Greater Glasgow area.

Since 1984 he has been deputy managing director and director of operations with Kingston-upon-Hull City Transport Ltd. In this capacity he has been directly involved in the transition, under the terms of the Transport Act 1985, from a heavily-subsidised municipal transport department to a profitable company which is regarded as one of the most progressive in the country.

Cunningham, who will be retiring within the next few months, has served the industry for more than 40 years. After graduating with an Honours Degree in Mechanical Engineering from Edinburgh University and two and a half years National Service with the REME, he joined Edinburgh Corporation Transport as a student apprentice.

On completion he was appointed an assistant engineer and from 1951 to 1956, he was tramcar engineer in Edinburgh during the time when the city was gradually phasing out its tramway operations.

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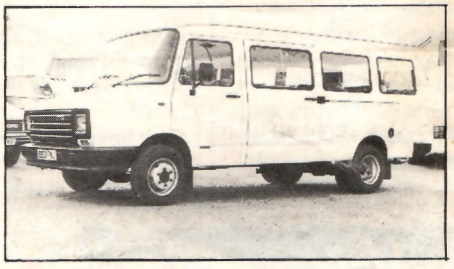

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Skiing tours? Not likely!

Skiing is fun for everyone except the poor old coach operator!

SIR – The signs are that our summer is nearly at an end. And how do we know? Simply because the ski companies are sending out their magnificent offers for nine day skiing holidays once more.

And what offers! All of £1,400 for nine days for a top specification coach which must not be more than five years old and have the ski company's name slapped all over it. Furthermore the coach must be available for about 16 hours every day once they arrive at the resort.

If we are good and stick to the approved route the ski company will even pay for the road tolls. Great!

We have only been in coaching since 1926 and should know better, but how does anyone break even at these prices offered let alone have a copper or two left at the end of the tour?

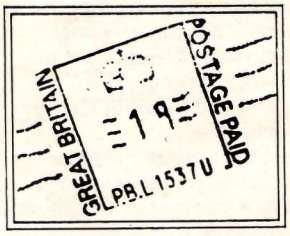
Take the fuel cost at say 13p to 15p per mile and maintenance at 10p per mile and then the cost of two drivers for nine days with their expenses. If after this you have any change out of £1,500 we will be surprised. That is, of course, if drivers are receiving a proper living wage. In our case the cost of these items added together are in excess of the above figure.

As an industry are we not entitled to cover overheads, let alone have some profit. Let us ask ourselves is it the ski operators who force us to accept the pittance offered?

Like hell it is – it is the coach operator who cannot and will not do his sums and as long as he has enough to pay the hire purchase agreement each month so what if it costs two or three hundred quid to get it?

Come on, coach operators. Wake up before we all go to the wall. Say thank you but no thank you.

K. J. AYERS
Yorks Coaches
Northampton



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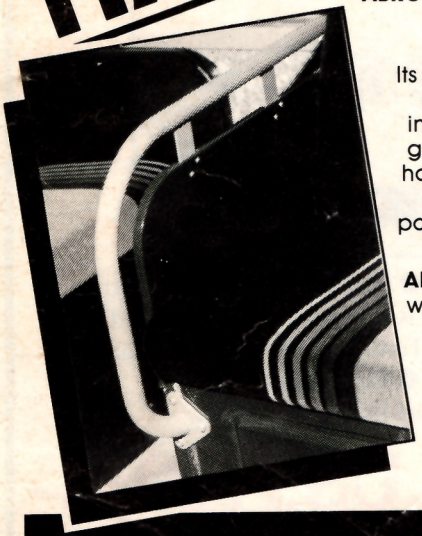

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Age is no problem

SIR – I would like to reply to Doug Jack's opinion 'What about the age of the bus' with a question of my own.

Why is it necessary to reduce the age of Britain's bus parc? Surely a large selection of buses of varying vintage is necessary for new operators entering the industry? Bristol REs similar to the immaculate example illustrated would be an ideal starting vehicle for a new operator.

Any reputable operator would then trade up vehicles to a suitable compromise between year of manufacture and maintenance costs as and when finances dictated.

A bus is basically a chassis surrounded by various bolt-on bits such as engines and gearboxes. As these parts reach the end of their working lives they are replaced, otherwise the operator tends to appear in the more salubrious sections of this magazine!

I believe that if the market for second hand buses disappeared as suggested by Mr Jack then the bus industry would take a flying leap backward to the days prior to de-reg.

Sadly, this social prejudice against a vehicle's age seems to thrive in the pages of your magazine, reinforcing the premise that new equals better. After all, the 'old' vehicle illustrated is safely on the road while the 'nice shiny new' vehicle is overhanging the kerb!

JOHN A SHAWCROSS
Operations Manager
Citibus Tours Ltd
Manchester

Probe is needed

SIR – I read with interest the letter from Mr Pickthall (*Coachmart* July 13) in which he claims to have witnessed a National Express coach travelling well above the legal speed limit.

All such claims are treated very seriously and a full investigation is always made with the assistance of the coach operator concerned.

Through your pages, might I therefore ask Mr Pickthall to let me have details of this particular incident, so that we may investigate it further.

STUART L RENDER
National Express, Birmingham

KIRKBY

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Bedford PJK Duple Dominant
Colour: Exterior red/cream. Interior blue.
Add. Equip. *Seats 29*

First Reg: 01.11.78
MOT: 26.07.90
Reg. No: DLR 851T

DAF MB200 DKFL Plaxton Supreme V
Colour: Exterior white. Interior red/orange
Add. Equip. Reclining seats, arm rests, rear toilet, moquette to roof, side lockers, wiring for TV & Video, Splitter Gearbox, Eberspatcher. *Seats 47.*

22 500

First Reg: 05.04.82
MOT: 08.11.89
Reg. No: TND 422X

Leyland Tiger Cub Optare Service Bus
Colour: Exterior yellow/brown. Interior brown.
Add. Equip. Telma, tacho, 4 speed fully automatic gearbox, 6 standing passengers, coach seats, destination gear. *Seats 33.*

First Reg: 01.05.86
MOT: 26.07.90
Reg. No: C801 KBT

Leyland Tiger 11M 245 HYD Plaxton Viewmaster
Colour: Exterior blue/white. Interior red.
Add. Equip. Reclining seats, arm rests, rear toilet, curtains, tinted windows, radio, PA, moquette to roof, side lockers. *Seats 44/49.*

20,000

First Reg: 01.03.82
MOT: 12.11.89
Reg. No: SNT 814X

Leyland Tiger 245 HYD Plaxton Paramount 3200 Express
Colour: Exterior white. Interior brown.
Add. Equip. Side lockers, destination gear. *Seats 49.*

28 500

First Reg: 24.01.84
MOT: 10.05.90
Reg. No: A131 EPA

Leyland Tiger 245 ZF Duple Laser II
Colour: Exterior silver/blue. Interior duo blue.
Add. Equip. Reclining seats, arm rests, side lockers, radio, PA, wheel discs, 4 heaters, power door, tinted windows, curtains. *Seats 53*

First Reg: 06.06.85
MOT: 31.05.90
Reg. No: B424 CMC

Leyland Tiger 245 ZF Plaxton Paramount 3200 Low Driver
Colour: Exterior red/white. Interior red stripe
Add. Equip. Crew seat, ferry lift, reclining seats, arm rests, tinted windows, moquette to roof, side lockers, curtains, plug door, PA, radio. *Seats 53*

First Reg: 13.03.86
MOT: 12.10.89
Reg. No: C232 HTX

Leyland Leopard 11M ZF Plaxton Supreme IV
Colour: Exterior brown/cream. Interior brown
Add. Equip. Power door, tinted windows, PA, Telma, Radio, moquette to roof. *Seats 53.*

First Reg: 01.04.81
MOT: 17.07.89
Reg. No: PNB 807W

Volvo B10M GL Van Hool Alizee
Colour: Exterior white/yellow/orange. Interior brown/yellow.
Add. Equip. Telma, wiring for TV & Video, blinds to windows, crew seat, reclining seats, arm rests, centre fixed toilet, centre continental locking door, double glazing, side lockers. *Seats 49.*

First Reg: 16.05.84
MOT: 25.10.89
Reg. No: A196 MNE

Volvo B10M GL Plaxton Paramount 3500
Colour: Exterior cream/brown/orange. Interior brown/orange
Add. Equip. Plug door, exhauster, Webasto, telma, air suspension, radio, PA, cassette, curtains, reclining seats *Seats 50.*

First Reg: 01.03.86
MOT: 11.12.89
Reg. No: C125 DWR

Volvo B10M GL Caetano Algarve Low Driver
Colour: Exterior orange/white/blue. Interior fawn.
Add. Equip. Radio, PA, crew seat, blinds to windows, plug door, tinted windows, centre demountable toilet, centre continental door, side lockers, full soft trim, reclining seats. *Seats 49*

First Reg: 26.03.86
MOT: 30.01.90
Reg. No: C678 KDS

Volvo B58 Duple Dominant IV
Colour: Exterior cream/red/orange. Interior autumn tint.
Add. Equip. Arm rests, telma, tinted windows, radio, PA, reclining seats, double glazing. *Seats 53.*

25,900

First Reg: 01.05.82
MOT: 01.12.89
Reg. No: TND 118X

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HAVE YOU GOT THE FEMININE TOUCH?

Verite Baker argues that coach operators should make a better effort to attract women customers on to their services.

The typical target customer is a girl in her early 20s.

HAVE you read Inter-City Railways' annual report?

No, I'm not off my rocker – well, no more than usual. Get hold of a copy if you can, as there is a lot of food for thought in the report for the average coach operator, particularly if you are involved in Rapide or Express work and want to increase passenger loads.

To become the only national passenger railway to make a profit, Inter-City has done some extensive and expensive market research, some of which would easily apply to long-distance coach travel. The report found that the typical Inter-City passenger is NOT an established businessman, but a girl in her early 20s visiting a friend at a weekend. But surely, isn't this the type of passengers coaches should be carrying?

Speaking at the Royal Society of Arts last month, Dr John Prideaux, director of Inter-City, had some interesting facts to explain how he had faced the challenge to make Inter-City profitable when he joined them in February 1986.

Inter-City had not shut down any significant parts of its services, neither had it reduced long-term investment. The turnaround has been accomplished at a time when Inter-City had to fund the largest investment yet made in railways in this country – the east coast main line electrification.

With all of this to contend with, what would apply to the coaching industry? Well, today's papers talk about the railways being split up into sections to be privatised. To make it easier to compete with coaches perhaps?

Increase

The coaching industry could well counter by looking at some of BR's ideas to increase business.

Passengers travelling on express coaches would probably suggest that Victoria Coach Station could take a leaf out of Inter-City's book. Remember, people laughed at BR when it started its customer care training. You probably recall all the cartoons in the papers... but BR has the last laugh now.

If you have travelled by train recently you may have noticed that stations, usually, are much cleaner. Staff realise they have to keep them clean and women can actually use the loo without shuddering. Massive efforts are being made to clean up the stations and present a brighter, more modern image.

What are coach companies doing about cleaning up their coach stations? Someone has said that the Bus and Coach Council has a Clean Coach Station award, but it hasn't reached the ones I've been to lately.

Arrive late and many Inter-City stations now have a machine ready and able to sell you a ticket in exchange for your credit card. Have you ever tried to buy a ticket at Victoria Coach Station?

In a family magazine all I can say is that the ticket hall is a disgrace. Passengers are herded like cattle, they have to drag their luggage along the floor as no trolleys are allowed in the queue, and it can take at least 45 minutes to buy a ticket.

Statistic

Perhaps the average BR passenger once tried to travel by coach, but got so fed up waiting all weekend to buy her ticket to visit her friend, that she decided next time to go by train and ended up a BR statistic.

Or perhaps she went home by

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WE'VE GOT IT RIGHT ACROSS THE CHANNEL

[redacted]

train, and was the passenger who tried to buy a return ticket at Darlington coach station on a Sunday – there is nowhere open. The London coach came in and the driver didn't have tickets: 'Pay when you get to London.' (Never mind that in an accident she may not be covered).

In London the driver leapt off and gave no indication where the money was to be paid, so the passenger went over to the ticket hall. When confronted with the massive queue she went home – what would you have done?

The majority of people have a credit card of some sort today, so if the coach stations copied BR there would be a ticket selling point open 24 hours a day.

Travel on a train that's late and you can find yourself offered a taxi home. The 'Super Guards' on 125s are now much more administration officers than the old type of ticket collector, and passengers are responding to BR's attitude of putting the passenger first.

Funnily enough the Super Guard ethos is very similar to that of a good coach driver – so copy BR and use your drivers' mug shots in an advertising campaign.

BR still has many, many problems, but when the 'new' attitude works, it is superb, and Victoria Coach Station could well try to buy in to some of BR's staff training. Perhaps BR could teach the staff working at Victoria that to the public everyone working in a Coach Station is working on coaching, then prospective repeat customers might not be put off.

Intelligent people are not amused with the attitude at Victoria of "it's not our problem". BR had the same trouble, but they are getting there in their campaign to make railway workers work for the whole concept.

How easy is it for passengers to get information?

As a woman, I am genuinely afraid of travelling by train at certain times; Charing Cross railway station is frequently closed because the concourse cannot cope with the numbers, and as you stand in a dense mass of people, realisation of what it must have been like at Hillsborough is easy to imagine when you are caught up in the crush.

So where is the advertising that will tell me a coach offers a guaranteed seat, and no overcrowding in a coach station?

Trains to the West Country from London are packed from mid-day on a Friday, as passengers find they have to go earlier and earlier to be sure of a seat. Coach operators could cash in on the fact that on a long distance coach run your ticket guarantees a seat, but many of the public don't know this – or at least don't seem to see it advertised.

BR are aware of the fact that at night women are scared to travel in trains on their own, and their driver is too far away to allay their fears. They are spending a lot of money to overcome this problem, but on a coach there is a capable and friendly driver within 10 yards – perhaps customers need to be reminded of this.

The new management at BR is not afraid to admit that it has made mistakes – the disastrous Cuisine 2000 has been almost completely withdrawn, and tastier snacks have appeared in its place. Rapide coaches can offer seasonal changes of menu, so why don't coach operators make a feature of their hostesses' favourite sandwiches? If an army marches on its stomach, so do travellers travel on theirs.

Just because a creepy frog crawled up everyone's nose during the last coach advertising campaign the industry seems to have withdrawn into a sulk, instead of shouting to all and sundry that coaches are cheaper than the opposition – coaches travel from City centre to City centre – a coach has a driver in charge and usually a competent host/ess and would love to take the average secretary off to visit her friend at the weekend, plus mum for a day's shopping, brother to camp and dad to his meeting.

And before everyone says that coach travel is constantly getting cheaper, has anyone surveyed potential passengers to find out if this is what they actually want?

Contrary to popular belief, the BR Inter-City report makes the point that money is not the most important factor when travelling. The public are prepared to pay more for comfort, and certainly they have to pay a lot more to travel by BR.

I wonder why they do? ●

Forget that creepy frog.

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Then there's the coffee shop and restaurant with spectacular views of the Lake District fells.

Visitors can tour the site by the free 'Sellafield Sightseer' coach with on-board video, (though it's wise to book in advance at peak periods.)

The Sellafield Visitors Centre offers ample parking, with easy access just off the A595 Cumbrian Coast Road.

Coach parties are especially welcome, and the Centre is open every day of the year except Christmas Day – 10am-6pm April to October and 10am-4pm, November to March.

Make it a must for your itinerary. Phone Seascale (09467) 73439 for more information.

British Nuclear Fuels plc,
Visitors Centre, Sellafield,
Seascale, Cumbria CA20 1PG.

SELLAFIELD
VISITORS
CENTRE

BRITISH NUCLEAR FUELS PLC

BNF 204

BY MARKSMAN ON target

Help fight off this ridiculous regulation

I WONDER whether the impact of what the Department of Transport is proposing regarding the use of microphones on coaches has really sunk in to operators' minds, even though I wrote about it as recently as the July 13 edition of *Coachmart*.

The effect is to allow the driver of a PSV used on local bus services to use a non-hand held microphone to call out 'St Paul's bus stop', but to ban a coach driver from using an identical microphone to say 'On your left is St Paul's Cathedral'.

While driving a one man operated bus, any driver is constantly altering the stage setting on his ticketing equipment as he proceeds along the route; trying to remember the correct fares from each stop; wondering whether an Inspector will board and not agree with his accepting a very doubtful looking passenger as a child fare; manoeuvering into a bus stop between parked cars at the same time as he is announcing the stop, and possibly answering a passenger query whether they should get off here or at the next stop for the Bank.

A bus driver already has plenty of distractions. Why should he be allowed to use a microphone when a coach driver can't?

If it is a double decker he will also have the duty of looking up his periscope to see if passengers are standing up ready to alight, having to worry about using door controls and eyeing up passengers at the stop he is pulling up at for likely trouble makers, assailants, etc.

Despite all this, it is considered safe for him to also make 'short statements indicating the location of the vehicle' (the words of the draft Regulation).

But a coach driver will not be able to utter a single word on a microphone while a vehicle is in motion, other than in an emergency, because it is deemed unsafe for him to do so – even though he has to do none of the extra tasks which the bus driver has to perform.

If you agree with me that you have never heard such abject nonsense, please do yourself and the industry a favour: write to your MP and say so. Send a copy to Cecil Parkinson, Secretary of State for Transport, 2 Marsham Street, London SW1P 3EB.

As far as I am aware, this revised Regulation was not laid before the House before the summer recess. There may yet be time to undo the damage which the vested interest of coach guides has almost succeeded in bringing upon us.

If the Regulation is made in its present form I, for one, will never, never, use a Blue Badge Guide again. Far from increasing their revenues by holding we coach operators to ransom, I hope to see them starve.

And there is a method by which we can do this: in our own businesses or our local communities there are people who have a vast knowledge of local history and folk-lore. I know many people whose stories are far more tellable and their knowledge more personal than the stereotyped guide book information pack on legs which is how many of the expensive Blue Badge guides come across. If we all made sure that we had access to such a person, or persons, not only could we use them ourselves for local tour work; other operators too could contact them via local operator recommendation. This sort of thing already happens with the so called CIBS radio band, with BCC Mutual Aid and informally between operators seeking recommendation regarding catering facilities from operators nearby such establishments.

There seems no good reason why we can't develop a degree of self-sufficiency in the matter of guides, and hit those who seek to create a monopoly for themselves by damaging us right where it hurts – in the pocket.

Pay up – it's cheap at half the price!

BUS and Coach Council members will have received a 'voluntary invoice' to cover the first stages of campaigning against the abolition of Fuel Duty Rebate. This currently brings £135 million into the industry and it is, therefore, well worth fighting for its retention.

This voluntary levy has, I understand, been fixed according to the size of fleet. Operators in Section A, (those with up to 50 PSV) are being asked to contribute £50. Section B (51-750 vehicles), £250 and the really big operators comprising Section C are being requested to chip in £1,000.

While there is no compulsion to pay – even less for those who do not currently operate local bus services and do not get the benefit of fuel duty rebate – I do think there is a compelling motivation for all to do so.

It is simply very good value for money. For, taking as an example the smallest bus operator who runs only about 40 miles a working day on local bus service operation: he will have rebate of £1,000 per year.

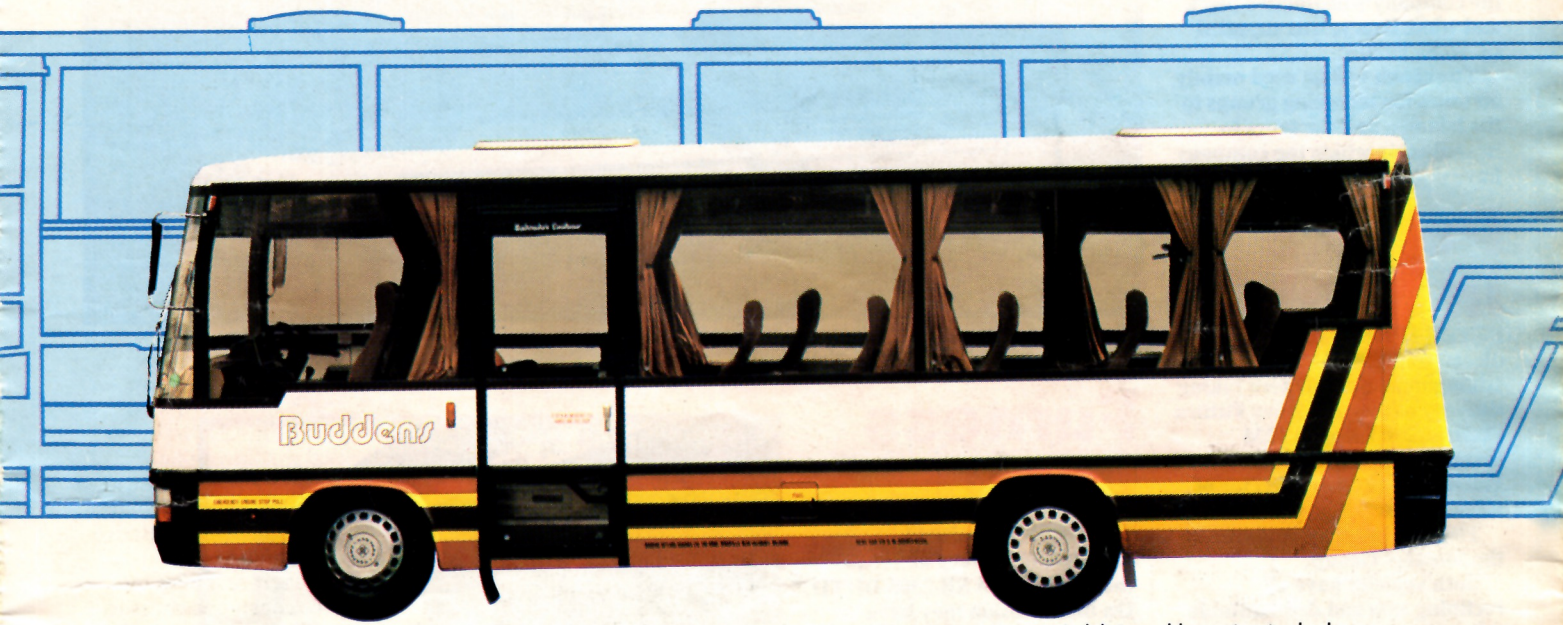
If this campaign only preserves the rebate for two weeks longer than it might have been – he has got his £50 back. If it is preserved indefinitely, it must be the bargain of all time.

What of those who do not yet benefit from rebate? I can only say that at deregulation day there were but few operators locally who had any interest in running bus services. Now there are lots of them.

With even school contracts being let as local bus service tenders anyone could become a recipient of fuel duty rebate at any time. It must therefore be worth spending a small sum of money to fight to keep it.

The Caetano Optimo seats no more than 21 passengers, but it is every bit as comfortable as a full sized coach.

So many vehicles of this kind are just expensively converted vans or trucks – but the Optimo's Toyota Coaster chassis was especially designed to carry people. This and independent front suspension combine to ensure an outstandingly smooth ride.



Additional luxuries include easy access (through a power operated door) and an excellent ventilation system.

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The Optimo speeds along on a powerful 4 litre, 6 cylinder Toyota turbo diesel engine with a 5-speed gear-box, until front discs and an exhaust brake bring it effortlessly to a halt.

So if you put your customers' comfort first, find out more information from:

Steve Prime, Coach Sales Manager, Toyota (GB) Ltd, The Quadrangle, Redhill, Surrey RH1 1PX. Tel: 0737 768585.

TOYOTA

CAETANO OPTIMO

Twelfth Volvo

SHALDER Coaches, the Shetland and Orkney Islands operator has taken delivery of its 12th Volvo.

The Volvo B10M, with 57-seat Plaxton 3200 body with demountable toilet, TV and drinks machine, and finished in the company's distinctive black and white livery, was supplied by W.S. Yeates.

The coach will be used mainly on tours for incoming groups to the Islands, and for tours to Scandinavia which the company have organised for several years.

Peter's in line!

PETER O'Neill, managing director of Kingsferry, Gillingham, Kent, is seen taking delivery of two new Bova Futura FHD 12,290 Integral 12M luxury coaches from Alan Wilson, Marketing Director of Bova Products.

The coaches were supplied by the Moseley Group.

Both vehicles have 49 reclining eats and demountable toilet.

Identifying features of Bova design are its unique shape and very low drag factor. We wonder what Peter O'Neill's drag factor is?

Furness get DAF

FURNESS of Sheffield have taken delivery of their third DFA SB 2305 DHTD. On this occasion they have chosen Plaxton 3200 bodywork with low driver position. The specification includes full draw curtains and 57 seats.

It was supplied by Hughes DAF Ltd of Cleckheaton.

A RECENT addition to the fleet of Goodwins Coaches, Cheshire, is this new Jonckheere Deauville luxury coach on a Volvo B10M GLE chassis.

The vehicle has roof-mounted twin chromium air horns and additional marker lights to the sides, front and rear of the coach.

Three generations of the Goodwin family are pictured here with Arthur Humphries of Jonckheere UK Limited, during the handover of their new coach.

Scanias flood in

LONDON Northern Bus Company – part of London Buses – has taken delivery of nine Scania double deck buses to operate the London Regional Transport tendered 263 route. The vehicles started service on the two-year contract at the end of July.

The nine buses are all Scania N113DRBs with Scania 11 litre turbocharged engines which deliver 257bhp and 826lbf/ft torque. Four speed fully automatic Scania GAV771R gearboxes with integral retarders are fitted. They were supplied by Stuart Johnson of Worksop.

The buses are fitted with Alexander 'R' type double deck bodies which seat 47 on the upper deck and 33 on the lower deck plus 18 standees.

Meanwhile (below), 18 years after London Transport operated its first Scania single-deck bus – the MCW-built MS 1 Alexander-bodied Scania K 113 has joined the fleet of South London Transport for an evaluation programme.

The 51-seat, single-door vehicle, with space for up to 23 standees, has automatic transmission and an unladen weight of 8847 kg. Fitted with automatic transmission the bus is now used for driver instruction before entering service early in September.

New buy

WEARDALE Motor Services of Co. Durham has bought this volvo B10M GL Plaxton Paramount 3500 three star coach from Kirkby Coach and Bus. Painted by Kirkby the vehicle features Telma retarder, double glazing and centre continental door.

DAFs for Cosgrove

COSGROVE Hire Services of Preston has taken delivery of two DAF SBR 3000 DKZ coaches with Plaxton bodywork. The twin deck, luxury specification vehicle was supplied by Hughes DAF and is in Coach Europe livery.

The three axle SBR 3000 DKZ can operate at up to 22.5 tonnes. This makes it especially suitable for long distance international work, since more passengers and their increased luggage requirements can be carried than with a two axle, 17 tonne coach.

The DAF SBR 3000 has the DKZ 11.6 litre turbocharged and charge cooled ATi engine, producing 373 bhp and 1074 lbf.ft. torque, ABS and a Telma retarder are fitted as standard.

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Reprieve for Jenkins after MoT ultimatum

THE South Wales Traffic Commissioner, Mr John Mervyn Pugh, has decided to take no action against the PSV operator's licence held by Jenkins Tours (Llanelli) Ltd, even though the company failed to comply completely with a direction that it have all of its vehicles certified by an outside contractor as being in A1 condition and capable of passing the MoT test.

At an earlier hearing, the Commissioner had adjourned consideration of disciplinary action against the company, in view of its maintenance record, giving it just over a fortnight in which to have its 10 vehicles examined and certified by an outside contractor of its choice.

He made it plain that the company's future in the PSV industry would be in doubt unless it could show that its vehicles were A1. (*Coachmart*, August 3)

Difficulty

When the Cardiff public inquiry was resumed, Captain Norman Lloyd Edwards, for Jenkins, said the company had experienced difficulty in having all 10 vehicles certified as instructed, but had managed to have seven of them so certified. They had found that the fitting staff of the various outside contractors approached had been severely reduced because of the holiday period. In addition, Jenkins had encountered a certain reluctance on the part of contractors to state that other peoples' vehicles were in a fit and roadworthy condition, being told that was the task of the MoT test station. However, seven of the vehicles had been examined by Morris Bros and certified to be in order.

Of the other three vehicles, one was waiting for a new engine to be fitted, the second, a minibus, had been involved in a "hit and run" accident, and the third had recently been purchased. That vehicle required painting before being submitted to the MoT test station.

Mr Mervyn Pugh commented that the company must find some way of marking the vehicles concerned so that a vehicle examiner would know that they were not to be used on the road, otherwise they could end up having immediate prohibition notices imposed upon them.

In reply Mr Alcwyn Jenkins, a director, gave a solemn promise that the company would not use those three vehicles until they had passed the MoT test or been seen by an outside contractor and a certificate sent to the Traffic Area Office to say that they were in A1 condition.

Referring to a complaint from Dyfed County Council, concerning an alleged incident where children were said to have had to push one of the company's buses, Mr Jenkins said he had spoken to the driver and it appeared that he had been playing a game with the children, who were all under five years of age. There was no question of the vehicle having broken down. Mr Mervyn Pugh said he accepted that it had been a joke.

Taking no action, but directing that the renewal of the licence in April 1992 be considered at a public inquiry, Mr Mervyn Pugh said he did not like to see stalwarts of the industry and long standing family businesses such as Jenkins's, in trouble. However, sometimes such firms became lackadaisical and did things in their own way.

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

Bad news for Good News

THE North Eastern Traffic Commissioner, Mr Frederick Whalley, has turned down a bid for additional vehicles by Hull-based Phillip and Raymond Hunter, trading as Good News Travel. He cut the duration of the firm's licence so that it now expires in July 1990, and imposed a condition preventing the registration of any further local services.

The firm had applied to increase their authorisation from 12 to 16 vehicles and at the start of a Leeds public inquiry Mr Whalley said it appeared that there had been changes in vehicles that had not been notified to the Traffic Area. He pointed out that in applying for the licence, an undertaking had been given that such changes would be notified within 14 days.

For the partners, Mr John Backhouse said the situation had arisen due to recent additions to the fleet and a number of vehicles that were not in use. The firm had believed the Traffic Area had been notified, but that was obviously not the case.

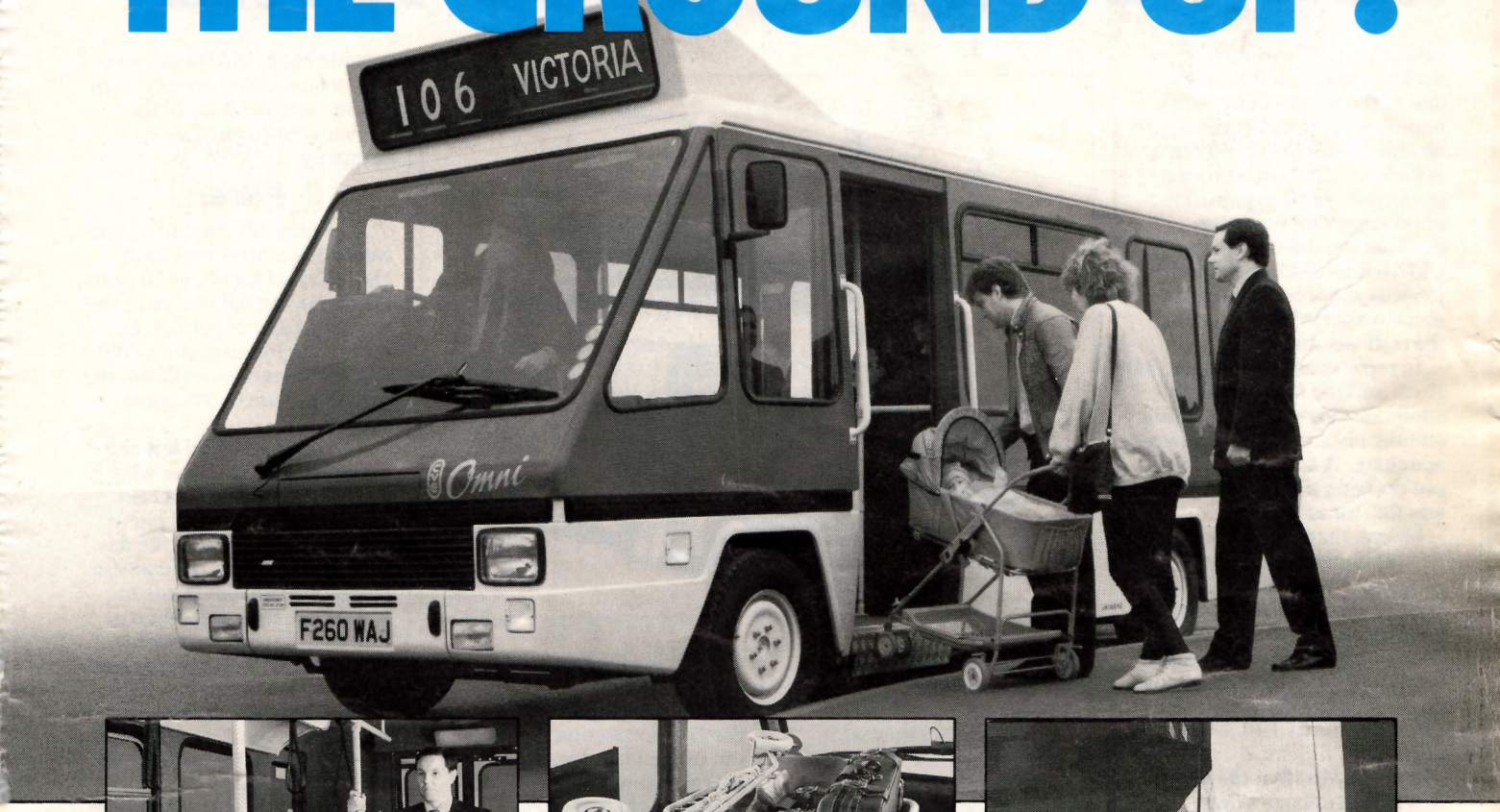
Department of Transport vehicle examiner Mr Paul Rusk said he carried out a fleet inspection in March, examining nine vehicles. He found it necessary to issue four immediate prohibition notices, one delayed prohibition notice and nine defect notices for a total of 63 defects. The condition of the vehicles indicated that no effective preventative maintenance was being carried out. Inspections were said to be carried out every four weeks. Inspection records were available but the majority were unsigned.

As far as the maintenance facilities were concerned, said Mr Rusk, there were two hoists. The one inside the workshop was not capable of lifting a double decker to enable a fitter to walk underneath. Consequently, it was no good for inspections. The other hoist was in the open.

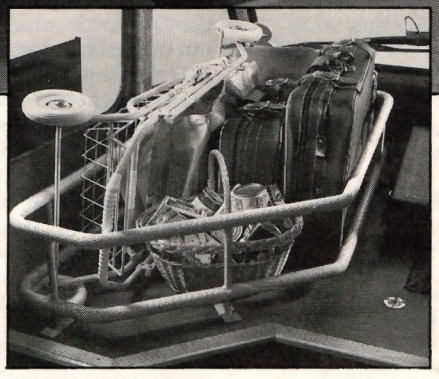
There were no problems over height and it was suitable for inspecting double deckers weather conditions permitting. On April 14 a vehicle was found to be defective in a spot check. When that vehicle was presented for clearance a further defect was found. If a complete inspection had been carried out before the vehicle was presented, as was indicated by the records, then it had been of a poor standard.

Questioned by Mr Whalley, Mr Rusk said the worst of the

BUILT FROM THE GROUND UP!



2 metre standing height



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Bad news for Good News

vehicles were the double deckers, and he felt that was due to the nature of the work undertaken. It was necessary to be able to stand underneath a vehicle to carry out a proper inspection. He had gained the impression that the fitter carrying out the inspections had a lot to do. He knew what the job was about but he had too much work to do. In general, the staff were adequate.

In reply to Mr Backhouse, Mr Rusk said the facilities were adequate apart from the hoists, and the inspection records were adequate. A wall chart was in use showing when each vehicle was due for inspection.

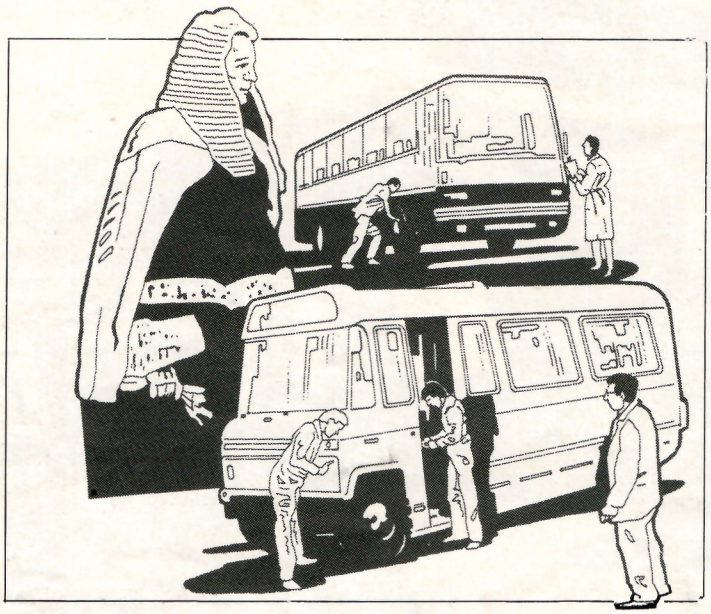
He felt that a number of the defects ought to have been picked up. A spring leaf had been broken on a vehicle that had just been inspected by the firm, yet it had been broken for some time. Low efficiency of a parking brake also ought to have been picked up, as should an audible air leak.

He accepted that the other defects could have arisen between inspections, but said that because of their number he felt the inspections were not frequent enough. He was not aware what mileage between inspections was.

Mr Whalley said that summarising the vehicle examiner's views, he was not able to say with his hand on his heart what had caused the defects but it was likely that some defects could have been missed if the fitter was not able to move around freely under the vehicle he was inspecting.

Mr Phillip Hunter said the outside hoist had been installed because of the problems over height with the one in the workshop. They would not object to covering in the outside hoist, but they would have to apply for planning permission and all the surrounding buildings were of the same height.

They had 15 vehicles in possession. They required about 10 for day to day running, rising to a maximum of 12. At the time of the vehicle examiner's visit in March, they had run six regular services and maintenance was carried out during the day. The number of services had since been cut. Saturday operation had been reduced and Sunday



services abandoned, enabling maintenance to be carried out at the weekend.

Mr Hunter said they were applying for additional vehicles because they had plans for the future. At the moment, due to the holiday season, they were using all 12 vehicles.

Complaints

The firm had made complaints to the Office of Fair Trading about the way bus services were being operated in Hull and they were currently participating in an official investigation. The local authority had evicted them from the bus station, but had since rescinded that decision due to the reduced level of usage following the reduction in the services they were operating.

The maintenance situation had been improved. One fitter had been encouraged to find alternative employment and had been replaced. The driver defect reporting system had been changed slightly. If a defect reported was serious, the vehicle was now taken off the road and put into an "urgent slot".

Otherwise, defects reported were dealt with by the fitter the following morning. The firm had more vehicles than it needed, so there was no problem over a vehicle being off the road for a fair amount of time. A card was now placed in defective vehicles to prevent them being taken out on the road by mistake.

Mr Hunter said the results of the fleet inspection had come out of the blue, but he thought that the steps taken to put matters right had been sufficient. All the vehicles were pressure washed before inspection to avoid items being missed because of dirt. Tyres were inspected by the firm's own staff. The drivers did a visual tyre check and it was also part of the fitter's duty to check tyres.

Some of the vehicles inspected by the vehicle examiner had not been in use. The firm were now much wiser about what to do before taking vehicles in for clearance. He felt that the defect discovered on the vehicle presented for clearance could have been hidden by dirt.

After Mr Hunter had said that all the firm's registered services were being run as granted or varied, Mr Whalley said his information was that the firm had terminated one service without informing the Traffic Area. Mr Backhouse said the service concerned had first been registered by Humberside County Council and the firm had understood that it had been registered with a time limit, although that did not appear to be the case from the document in the Commissioner's possession.

Asked by Mr Whalley what he proposed to do about the outside hoist, Mr Hunter said they would either cover it in or put the maintenance of the vehicles out to another company.

Fitter

Mr Frank Jessop said he had worked as a fitter for Good News Travel for about 10 years. He was in overall charge of the wall chart and of getting the vehicles in for inspection. With the new system introduced, the overall picture had become clearer.

The fitter who had left had been a strong character who would not do as he was told. The new fitter worked nights and he worked during the day time. They had no difficulty in inspecting vehicles inside the workshop, though it was true that they did use the outside hoist most of the time. In their job, they tended to be working in the elements anyway, and they had never experienced any problems with the inspections. No difficulty had been experienced in getting vehicles through the MoT test.

Asked whether vehicle inspection needed to be undertaken in good facilities if faults were not to be missed, Mr Jessop said he would say that vehicles needed to be at eye level.

After Mr Whalley had pointed out that photographs produced showed that he could not stand up while working under a double decker inside, Mr Jessop agreed that there must be some risk of missing defects.

He also agreed that if inspections were done out of doors when it was cold and uncomfortable, they were less likely to be good inspections. Asked whether that was why the vehicles were in a bad condition, Mr Jessop said it was possible but it could also be the inspection periods and the competence of the maintenance staff.

He had not sat on top of the other fitters and workers as he ought to have done. He agreed that in that case the whole problem was due to the diligence and competence of the staff. He felt that the situation had improved, saying that the staff were better and the paperwork had now come

together.

It was easier than before to keep track of the records. It had only been lately that things had gone to pieces but they had now overcome the problems.

Questioned about the frequency of inspections, Mr Jessop said that if the mileage went up the time limit between inspections would be reduced.

Mr Backhouse said there were no financial problems, no complaints about the staffing level and no problem over the maintenance equipment apart from the hoists. Mr Jessop had no problem, and if he found he could do the inspections satisfactorily then it could be said that, though not ideal, the facilities were suitable.

Record

The firm had a good record on the whole. Steps had been taken to put matters right, the situation had already improved and there should be no further complaints. Good News Travel had been in existence for some time and this was the first time it had been called to a public inquiry over maintenance.

The majority of defects discovered during the fleet inspection were of the kind that could arise between inspections. If the steps taken did not achieve the required results, then the inspection period would be reduced to two weeks. If stage services were reintroduced, a careful look would be taken at the maintenance.

Duration

In his decision, Mr Whalley said there was no doubt that the vehicles had been badly maintained. He was cutting the licence duration to give an opportunity of an early review of the situation. If it was not satisfactory in a year's time, the chances of renewal would be diminished. As far as the additional vehicles were concerned, he was not yet satisfied that the improved maintenance system was adequate. Until he was so satisfied, the authorisation would remain at 12 vehicles. In view of the fact that a registered service had been discontinued without notification, he was imposing a condition on the licence prohibiting the registration of any further local services.

Last warning for Lattimore Coaches

IN renewing the PSV operator's licence held by Lattimore Coaches Ltd for two years only, the Metropolitan Traffic Commissioner, Air Vice Marshal Ronald Ashford, has warned that it is the company's last chance.

The company, of Markyate, Hertfordshire, had been called to a London public inquiry on the grounds that it had failed to maintain its vehicles in a satisfactory condition.

Pointing out that this was the second occasion the company had appeared at a public inquiry in relation to maintenance failings, Mr Ashford warned that further failings would put the licence at risk. He could not just go delivering warnings and a further appearance before him would almost certainly result in disciplinary action being taken.

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

Convictions but no more action

NO disciplinary action has been taken against Stuart Bus & Coach Co Ltd, by the North Western Traffic Commissioner, Mr Martin Albu, in the light of convictions for breaches of the drivers' hours and tachograph regulations and the use of a prohibited vehicle.

In May the Hyde-based company and one of its drivers were ordered to pay fines and costs totalling £1,640 by the Dukinfield Magistrates. (*Coachmart*, May 25)

Appearing for the company at a Manchester public inquiry, Mr John Backhouse said the offences of using a vehicle subject to a prohibition arose from the imposition of a delayed prohibition notice on a vehicle for an oil leak.

The vehicle concerned was still under warranty and arrangements were made to have the fault rectified. The work was carried out the following day. Mr Michael Stuart, son of the principal director, did not realise that having the defect rectified was not enough and that it was necessary to have the prohibition notice lifted.

The driver concerned in the offences of falsifying tachograph charts and taking insufficient rest, Mr John Firth was an ex-GMT bus driver who had never before been involved with tachographs. The difficulty the company faced was that in falsifying the charts, Mr Firth had used a false name, entering Mr Michael Stuart's name on the charts. The charts had been handed in to the company. Mr Stuart knew that he had not been driving the vehicle concerned on the days in question.

A total of 400 charts were examined by traffic examiners and Mr Firth's seven offences were the only ones discovered. The person employed to check the tachograph charts at the time had since been dismissed.

The present position was that Mr Michael Stuart and an assistant planned the vehicle operation and checked the tachograph charts. They were both currently taking a course to obtain Certificates of Professional Competence and the company was looking for another CPC holder. The idea was to man the office 24 hours a day.

Drivers had been instructed to telephone in if they were approaching the drivers' hours limits, so that a relief driver could be ferried out. A hand held analyser had been used to check the charts. However, the company was in the process of acquiring more sophisticated equipment to do the job. There had been no problems previously or since.

Mr Richard Stuart, director and company secretary, said it was licensed to operate 14 vehicles and had 16 vehicles in possession. Mr Firth, who was a very good driver, was still working for the company. He was now experienced in the use of tachographs.

Questioned by Mr Albu, Mr Stuart said he looked after the maintenance side of the business. The operation of the prohibited vehicle had been an oversight on his part. He accepted that the prohibition ought to have been cleared before the vehicle was used. One person would look after the tachograph charts and his son would be the nominated transport manager. They had never considered using an outside firm to check the tachograph charts on their behalf.

Mr Albu said that in the circumstances he did not propose to take any action. He expressed the hope that the steps taken would be sufficient to prevent any recurrence.

GET SMART FOR A BETTER IMAGE

Trent Buses believes its image benefits from smart uniforms, Barbara Millar reports on how it is improving the appearance of its drivers.

IF your local policeman patrolled the streets dressed in faded jeans and T-shirt, would you feel confident, even about asking him the time? Probably not.

And if the young nurse in the hospital's casualty unit was on duty in her track suit and trainers, would you trust her, even to put a plaster on your little finger? It's doubtful.

But put them in a uniform and these professionals not only assume authority and inspire confidence, they are also projecting a very definite public image. And this sort of image should be just as important to coach operators.

It's certainly important to Ian Morgan, commercial director of Trent Buses. 'It is essential to have a well turned out workforce,' he says. 'I believe customers expect smartness in our drivers.'

For this reason Trent Buses has just signed a three-year contract with Banbury-based uniform specialists Allen and Douglas. The decision to plump for Allen and Douglas came after an unsatisfactory experience with a local supplier, explains Morgan. 'When we changed our old NBC uniform we introduced one supplied by a local firm but it did not live up to our expectations in terms of quality and robustness. Jackets were falling apart at the seams after only a few weeks wear.'

The new (left) and old uniform styles at Trent.

The company also had difficulty in keeping to deadlines and the delivery of uniform ties was very late, Morgan continues, so his drivers had to go on duty without them, presenting a very sloppy image.

'It was particularly embarrassing for us as we had laid down a rule that ties had to be worn at all times.'

The supplier was given one final chance to put things right but, after continually failing to come up with the goods, Trent Buses decided to look elsewhere and after shortlisting a couple of likely contenders, Allen and Douglas was selected.

'They were a bit more expensive but the package they offered in terms of overall service was much better,' says Morgan. 'We then checked around with a number of other buses and coach companies we knew had contracts with them and, without exception, they were all pleased with Allen and Douglas' performance. These personal recommendations really clinched the deal.'

For Trent, the package meant that Allen and Douglas handled all the paperwork pertaining to the uniform orders, visited the depots and measured each individual employee, and returned with one of their five mobile uniform store-cum-fitting rooms vans to deliver and fit on site. And this is backed up with a regular call to Trent's premises to kit out new starters.

'This sort of package was just what we needed,' Morgan points out. 'We had never been involved in specifying and ordering uniforms before – all that had been done by NBC – so we were pretty green. We relied heavily on Allen and Douglas' experience and their recommendations.' But the Allen and Douglas deal also included provision for a 'wearer trial' and Trent selected six drivers from various depots to try out the uniform for six weeks.

'At the end of the trial we got reports from the drivers themselves and from other drivers and managers at the depots,' explains Morgan, 'and as a result of those reports some last minute changes were incorporated. We dropped the summer jacket as some thought it resembled a boiler suit and made other minor modifications before signing the three-year deal.'

The first year of the contract will cost Trent in the region of £70,000 and for this figure their employees will be equipped with jacket, anorak, two pairs of trousers, two shirts, a tie and a sweater. The following year there will fewer items dispensed, so the cost will reduce accordingly, but Morgan believes the outlay is money well spent.

'Many of our competitors, particularly the smaller companies, don't provide uniforms and their drivers look

All staff were measured before being issued with the uniforms.

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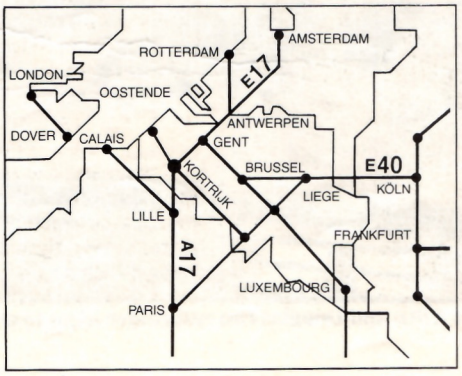

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scruffy,' he says. 'We wanted to make it clear that we are a professional operator and our uniform is very much a part of that image.'

Consequently Trent takes a strong line about its wearing. 'Drivers are not allowed to turn up for work wearing non uniform items,' Morgan continues. 'It is our rule that if they do so, except on very hot days when ties can be left off, they will be sent home.' But Trent's staff adheres well to this rule. 'Our drivers take a pride in their appearance.'

This sort of pride has enabled Allen and Douglas to grow over the past 15 years to the stage where it services 40 large operator contracts and around 500 smaller ones at present. 'We will provide uniforms for operators with one or two coaches up to those with a fleet of 150,' says managing director and company founder John Allen. 'It is all about flexibility and the fact that we understand the industry we are serving.'

At its Banbury warehouse, Allen and Douglas keeps an extensive stock of clothing with something like half a million uniforms in the store at any one time. Much of the stock is plain, ready to be embroidered with company name or logo, and a whole range of sizes to fit small, medium, large, extra large and lots of shapes in between, sit on the shelves.

Uniform stock can also be held centrally on an operator's behalf, to be supplied only when needed, explains Allen, and the operator does not have to pay for them until they are requested, resulting in savings of around £15,000 to £20,000 for a typical medium to large operator.

'This is all part of our customer commitment,' says Allen, 'and we guarantee that we have drivers fitted with uniforms within two weeks of being informed that a kit issue is needed. We have built our business on this kind of service.'

Allen and Douglas' customer list contained most well known and respected companies in the bus and coach industries, says contracts manager David Turner. The largest of these companies usually take out three or five-year contracts but for the smaller operator Allen and Douglas can offer a good selection of uniforms from stock which can be embroidered and logo-ed on the premises very quickly.

David Turner. Getting rid of the hassle.

'The operator can just send a new driver down here to get fitted as soon as he takes him on,' Turner continues. 'Our aim is to get rid of the hassle for customers and that is a big selling point.'

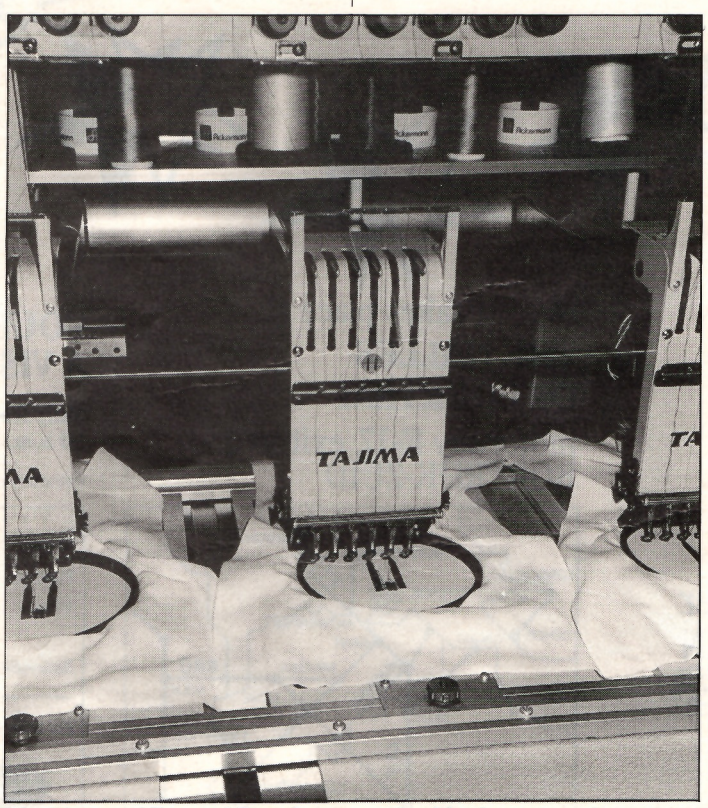
Turnover from stock is around £50,000 worth of articles per week, according to John Allen, from a stock holding worth around £750,000. The company has close ties with an independent clothing manufacturer which has the capacity to turn out 8,000 pairs of trousers and 4,000 jackets week when necessary.

'We only use the one manufacturer because we know their quality control is very good,' says Allen, 'and we are their only customer in this particular field.' There is a similar arrangement with a knitwear company for production of sweaters.

Allen and Douglas also has its own design team which has recently tendered for the design for a new corporate image for a large company with over 2,500 drivers, inspectors, engineering staff and clerical staff which will cover all items of clothing from the tie down to the shoe.

Instead of ties, women wear uniform scarves.

Contracts are precise documents, giving details of the weight and even the anticipated durability of each piece of apparel and the company also offers help with financing the outlay, phasing the issue of clothing in over several months to help company cashflow.



Machines at Allen and Douglas can embroider logos to order.

High technology computerised embroidery machines make light work of complex multi coloured company logo, which can then be applied to shirts, blouses, sweaters and jackets. Ties, epaulettes and headrest covers can be similarly enhanced using screen printing.

Although the coach and bus industries make up some 85 per cent of Allen and Douglas' business, the firm also provides uniforms for British Gas, British Nuclear Fuels and some local window cleaning companies and with 1992 on the horizon, the uniform specialists want to expand into Europe with agents already appointed in the Netherlands.

But even with such exciting prospects ahead Allen and Douglas pledges to continue to service the small operator. 'We will happily kit out an owner driver working by himself,' says John Allen. 'We will never desert the small man.'

The smart set get that extra business

Remember the days when all a coach driver needed in the way of a uniform was a jacket and a peaked cap? Those days are long gone – in 1989, image is an important word.

Drivers are expected to be smart and helpful – that way, passengers are more likely to travel by coach again, instead of seeking some alternative means of transport.

There are several firms in Britain who specialise in providing uniforms to give your company its own corporate image. Here in another Coachmart special, we feature some of them and the services they provide.

Concept Careerwear

IF your company has never had uniforms, Concept Careerwear of Derby provide the ideal service.

They have a consultancy service to start with which will advise customers of their needs independently of the manufacturing facility.

Experienced designers then create an exclusive range of career clothing to fit the customers' needs. Skilled fitters visit the premises to measure everyone up, and then it's down to the company's tailors and machinists to produce smart, practical and durable clothing.

Finished garments are then delivered to the customer.

Further details are available from Concept Careerwear, Bank House, 10 Bancroft Close,Hilton, Derby DE6 5WB, tel: 028373 3654.

In the forefront of a new trend

DEMAND is growing from transport companies for corporate clothing for drivers and hostesses which enhances the company's image, in addition to the more formal and traditional uniforms worn by inspectors.

A Grantham Ltd, the uniform and corporate clothing manufacturer, has recognised this trend with its latest ready-to-wear range. The Cabot International Collection, launched in May is designed to meet the needs of customers, especially those in the transport sector.

According to John Mott, managing director of Grantham: 'It is encouraging that more and more forward-looking coach and bus companies are realising the advantages that a stylishly dressed staff can bring.'

The Cabot International Collection is an extensive range of ready-to-wear co-ordinated suits for men and women (jackets, trousers, slacks, skirts and accessories) in a variety of classic styles, designed to meet a number of specific job functions and to suit most day-to-day requirements.

In addition, Granthan offer, at a small charge, a mobile van fitting and measuring service which is available to visit customers anywhere in the country and which is able to fit 98 per cent of all users.

For further information, contact A Grantham Ltd at P.O. Box 9, Pennywell Road, Bristol. Tel: (0272) 551907.

Two of the uniforms from A Grantham Ltd.

Wide range in stock

TUFF Clothing Company will not only kit out your drivers – but your fitters and canteen ladies too.

Their catalogue contains many different items of clothing from boiler suits and anoraks right through to shirts, trousers and boots

Many of the items include a free embroidered name badge and direct embroidery is available at £2.50 per garment.

The company has a fully computerised sales centre to ensure that customers' queries are dealt with promptly and orders will normally be despatched within seven to ten days. Orders over £250 are posted free, there is no minimum order and all purchases have a money back guarantee.

For further details, contact the Tuff Clothing Co, Blackworth Industrial Park, Highworth, Swindon, Wilts, tel: 0793 766023.

CLOTHING

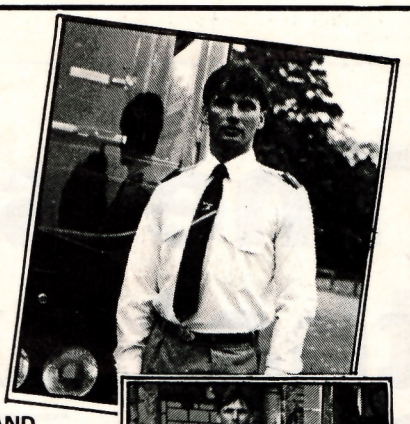
Smiles for big deal

JOHN Handley (pictured left) has every reason to smile – he's just delivered the 1500th uniform to North Western Road Car of Liverpool.

His company, John Handley Uniforms, is based in Leeds and his stock has to be pretty tough, as North Western uniforms travel about one million miles every 28 days!

Pictured right is North Western traffic manager Ian Dyson, who said he was well pleased with the quality of the uniforms, which had been well received by the 600 staff.

As specialist manufacturers we are proud to be associated with many of the leading coach and travel companies in both the United Kingdom and Europe and supply companies large and small with all types of uniform and accessories.



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Everything from ties to blazers can carry your company logo and reinforce the quality message you want your company to convey.

And because Allen and Douglas clothing is designed to look good day in day out, your employees will be a good advertisement for your company's professionalism for a long time to come.

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Our mobile fast-fitting service is extremely popular with all of our clients – and their staff.

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AN INVITATION

We would be delighted to see you in our Banbury showrooms.

Just give us a call beforehand and we will arrange a tour of our tailormade premises.

Much of our renowned success is due to the incredible organisation and commitment to quality of this centre.

For example, we use only the finest cloth from the most modern mills.

All of our garments are made with computerised sewing, cutting and pattern-making equipment.

Cloth can be piece dyed or yarn dyed to your exact colour specifications if required.

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High tech success at Heights of Abraham

Five years on from its introduction at a cost of £1 million, the cable car system at the Heights of Abraham, in Matlock Bath, Derbyshire, has been pronounced a 'spectacular success' by the attraction's management.

According to Andrew Pugh, managing director of the privately owned limestone hill and cave network, the cable cars have attracted a million extra visitors since 1984.

He bases this assumption on the theory that the easy ascent has made the Heights easier to get to for the older members of the community.

Pugh said: 'These are people we wouldn't otherwise have appealed to. I think the point is made that 'high tech' facilities can complement a natural attraction....hopefully it is a lesson for developers in other parts of the country.'

Average visitor attendances at the Heights of Abraham amount to 250,000 per year, he said.

More information on (0629) 582365.

Cheap breaks

Independent Coach Travel has published its October '89 - April '90 wholesale brochure, offering short breaks on the continent from as little as £15 per person.

Prices quoted include return ferry crossings, hotel accommodation, and a free place for drivers, based on a minimum group size of 30 passengers.

The Belgian city of Bruges (see *Coachmart*, issue 525) is included in the company's programme for the first time, starting at £25.95 per person including one night at the new Ibis hotel. Other centres include Paris (from £18.95), Amsterdam (£19.75), Rhine Valley (£19) and Rouen at £15.

Further information on 01-515 6577.

Welsh castle coach offers

Bodelwyddan Castle, in Clwyd, which first opened to visitors last year, has an active approach to encouraging calls from coach parties.

Their philosophy hinges largely upon the wooing of drivers, with such monthly prizes as televisions, holiday vouchers and hi-fi systems.

For the individual driver bringing most visitors to the castle in the six month season, there are two tickets to a major sporting event of the driver's choice plus two nights in an appropriate luxury hotel.

The castle is also offering 'grounds only' admission tickets at the reduced rate of 75p to boost stopover visits by coaches.

This year, a new 'hands on' science exhibition known as the Discovery Dome is to be added to the list of attractions at Bodelwyddan, which include an aviary, nature walk and children's adventure playgrounds.

Full details on (0745) 583539.

Special deal for groups

HF Holidays is offering special deals for groups at its 17 country house properties around Britain.

For prices beginning at around £18 per person per night (full board), groups of 30 or more can stay at HF properties during the 'late summer to spring period'.

Additionally, one free place is given for every ten paying guests, and there are 'further concessions' for the group leader's family.

Said chief executive Peter Brassey: 'Our houses are ideal for clubs, associations or private parties.'

The company has published a brochure describing the offers.

Copies of the brochure, 'Residential Accommodation for Groups', are available from the company's group travel department on 01-203 3381.

Bookings up

Sealink reports significant improvements in its Irish Sea business during the first five months of the year.

Bookings on the Fishguard-Rosslare crossing are up by 84 per cent on the same period last year, while the recently introduced Liverpool-Dun Laoghaire route is enjoying a 77 per cent increase.

The company's Holyhead - Dun Laoghaire and Stranraer-Larne services are carrying 37 and 11 per cent more business respectively.

Sealink attributes the better trade to more effort on the part of travel agents, the non-emergence of the Swansea-Cork ferry, and success in winning business from rivals B & I.

To further capitalise on this promising situation, Sealink has launched a special 'Emerald Isle' promotion concentrating on the four routes.

Party pack

Southport theatre and floral hall complex has announced a special package in the hope of attracting more party business.

From £6.50 per person, group organisers can arrange a full day trip package in the resort with afternoon and evening entertainment.

Full details on (0704) 40404.

Good year for cities group

'The Great British Cities' have launched a new brochure for coach and group tour organisers.

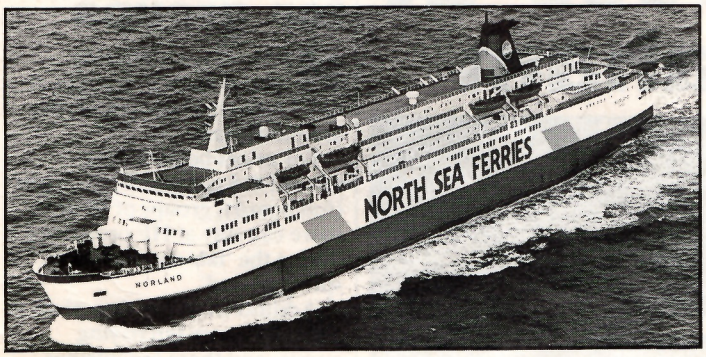
The 'Great British Cities' tourism marketing group is claiming that visitors arriving by coach have been responsible for spending 'well over £1 million' since the campaign began in October 1986.

The group, according to chairwoman Liz Jeffreys, is expecting some 25,000 bookings for the year to March 1990, 7,000 more than last year's total.

Prices for weekend breaks in the consortium's 18 member cities which include Nottingham, Bradford, Glasgow, Dundee and Swansea, start at £21 per person per night.

More information on 01-846 9000.

Ferry rate announced



North Sea Ferries announces 1990 group fares for its Hull/ Zeebrugge and Hull/Rotterdam sailings.

North Sea Ferries has announced next year's group fares structure for its Hull to Zeebrugge and Rotterdam services.

Prices, which include a five course dinner and breakfast, start at £13 per person with a reclining seat sailing in mid-week. Cabin accommodation takes the fare to between £17 and £48, depending on the grade selected.

Coaches with more than 25 passengers, and drivers, will be carried free.

Full details of the new fares are available from Tony Farrell on (0482) 795141.

Guarantee against yobs

Joe Larter, chairman of Pleasurewood Hills, has pledged to give free admission this summer to any visitor whose day out at the theme park has been spoilt by the bad behaviour of others.

Joint promotion campaign

Coventry Tourism has launched a £20,000 'partnership marketing' scheme aimed at encouraging closer co-operation with coach and tour operators.

Said marketing manager Sally Deighan: 'We want the trade to equate Coventry with profits. The days when destinations simply sat back and waited for operators to bring business are over.'

Joint promotion opportunities under the scheme include shared cost mailings, supply of free shell folders, grant possibilities for agreed publicity campaigns and jointly organised promotional events.

More information from Sally Deighan on (0203) 831343.

New Exeter coach stop

A pub in Exeter is offering special deals for coach parties stopping for food.

At the Mill on the Exe, a converted paper mill (pictured below), operators can book groups in for roast whole hog or ram, salad and wine, for £3.50 per head.

48 hours' advance notice is required for bookings, and more details are available from Roger Jones on (0392) 214464.

GRAHAM MARTIN'S

(Bus & Coach Sales)

LEYLAND
1982 LEYLAND LEOPARD PLAXTON Supreme, 50 seats, being prepared for MoT.
1981 LEYLAND LEOPARD PLAXTON Supreme, 53 seats, being prepared for MoT.

BEDFORD
1975 BEDFORD YRT Duple Dominant, 53 seats, being prepared for MoT.
1975 BEDFORD YRT Duple Dominant, 53 seats.

BRISTOLS
1973 BRISTOL LH, Leyland engine, Plaxton body, 45 seats.
1974 BRISTOL RELL ECW, fitted with 49 retrimmed coach-type seats, MoT Oct '89.
1968 BRISTOL RELL ECW, 53 standard seats.

A large selection of Leyland National service buses, 73/74/75, with good MoTs

FORD
1977 FORD R1114 360 TURBO, Duple Dominant, 53 seats, MoT May 1989.

SERVICE BUSES
NEWLY ARRIVED
LEYLAND NATIONALS, 10.3m, choice of 8.
LEYLAND NATIONALS, still a very good selection of 1976/75/74/73. Some with new MoT. Choice of 5 with 2 doors.
1977 FORD R1014 Plaxton Derwent, 45 seats.
1971 FORD R1014 Plaxton Derwent, 45 seats.

DOUBLE DECKERS
1975 BRISTOL VRT Gardner Engine, ECW, 74 seats, being prepared for MoT, choice of 2
1974 BRISTOL VRT Gardner Engine, ECW, 74 seats, being prepared for MoT, choice of 2.

OPENING FOR VIEWING AT WEEKENDS

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M6 exit Junction 18, A54 2 miles from motorway

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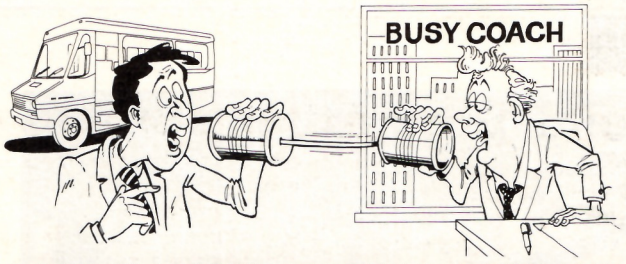

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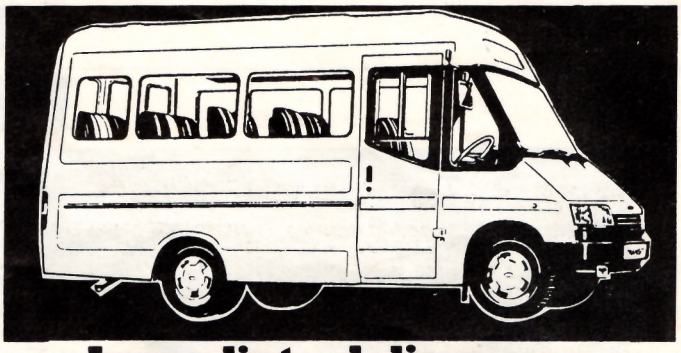

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  SPECIAL OFFERS
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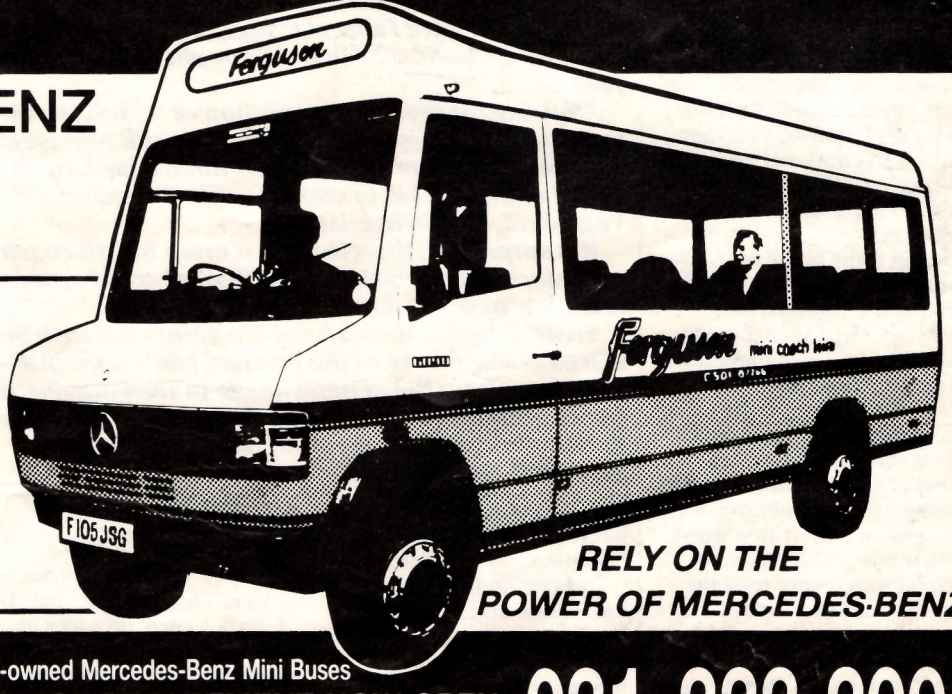
MERCEDES-BENZ BUS & COACH RANGE

PHONE SCOTLAND'S LEADING SPECIALIST FOR AN UP-TO-DATE LIST OF AVAILABLE STOCK.



RELY ON THE POWER OF MERCEDES-BENZ

We always stock a quality selection of pre-owned Mercedes-Benz Mini Buses
EXTENDED PARTS AND SERVICE DEPARTMENT NOW OPEN
WESTERN COMMERCIAL 51 BRIDGE ST NEWBRIDGE, EDINBURGH **031-333 2001**

The magnificent frontage of Trinity College.

A TOUCH OF THE BLARNEY

According to Bord Failte statistics, nearly a million people from Britain holidayed in the Republic of Ireland during 1988.

Allowing for the high proportion of 'ethnic' trade – expatriates visiting relatives, etc – this still represents a sizeable proportion of Britishers holidaying overseas, ahead of the market to countries like Germany, Yugoslavia and Switzerland.

It is surprising, therefore, that more British coach operators have not latched on to what could well prove a lucrative 'new' market.

Stuart Bowden took a brief trip across the Irish Sea to discover something of the Emerald Isle's potential – and found, far from the general image of slow moving rural backwardness so often associated with Ireland in the British mind, a thriving, modern and thoroughly European tour destination.

As European capital cities go, Dublin is not one of the largest.

With only about one million inhabitants it is much more on a par, in terms of population and size, with provincial centres like Birmingham.

Unlike these secondary cities, though, it is possessed of a life and character all of its own – thoroughly imbued with a vibrant and exciting atmosphere.

History, of course, is part and parcel of Dublin's heritage, and chequered this history has been. The tribulations of British rule, which ended only 66 years ago, have left few outward scars, however, and the city offers the first time visitor something of a revelation.

Dublin is the home of Guinness, James Joyce and the Dubliners. Combined with the excellent Georgian architecture so much in evidence around the city centre, these three major factors more or less sum up the underlying character of the city.

Bars abound, music is never far away, and of course the Irish are noted for their abilities with both spoken and written word.

What is less well known is Ireland's emergence over the past few years as a land of formidable cuisine, low inflation and general prosperity.

Dublin does not, however, share the normal big city sense of claustrophobic intensity. It is actually possible to relax there. And there is no shortage of interesting attractions at which to while away the time.

In 1988, Dublin celebrated its millenium, and the mixed heritage of native, Norse, French and latterly British influences have all been drawn upon to create several new and interesting stops for the tour party.

Within the walls of the famous Trinity College, a major city centre tourist attraction in itself, for example, the 'Dublin Experience' provides an excellent grounding in the colourful history of the city.

Based entirely upon clever use of audio visual effects, the attraction tells the story of Dublin from its origins over a thousand years ago, and effectively sets the scene for a more rewarding stay in Ireland's capital.

Trinity College library houses what has been described as 'the most beautiful book in the world', the intricately illuminated Book of Kells, which is a similar volume of gospels to that associated with Lindisfarne in Northumberland.

Also in the city, another new attraction takes the 'Jorvik' concept a stage further, using live actors to people the streets of a Viking village which is built on the site of an original settlement – in the crypt of a church!

Visitors are encouraged to talk to the 'natives', learning of lifestyles in those far-off days, even down to noxious odours in the air. The centre is located in the former St. Audoen's church near Dublin Castle.

More appetising odours emanate from Ireland's best-

loved brewery, that of Guinness in Dublin's Crane Street. Visitors are welcome here, on Mondays to Fridays between 10am and 3pm.

And although whiskey distilling has died out in the city, the Irish Whiskey Corner offers the opportunity to learn of another aspect of alcohol production. Appointments are necessary for visiting groups, as they are at the brewery.

Dublin has its fair share of more conventional sights and attractions, including the famous ha'penny bridge, a number of museums – and excellent shopping in O'Connell and Grafton Streets.

A popular pastime in the city, aside from the almost universal pursuit of stout-quaffing, is the Irish cabaret evening. Several venues, including the Burlington and Jury's hotels (both of which cater extensively for the groups market), stage these shows on a nightly basis throughout the season.

Ballads, folk dancing, humour and traditional music combine at these events – which are, incidentally, notable for their top name casts – to portray a thoroughly Irish atmosphere for the many tourists in attendance.

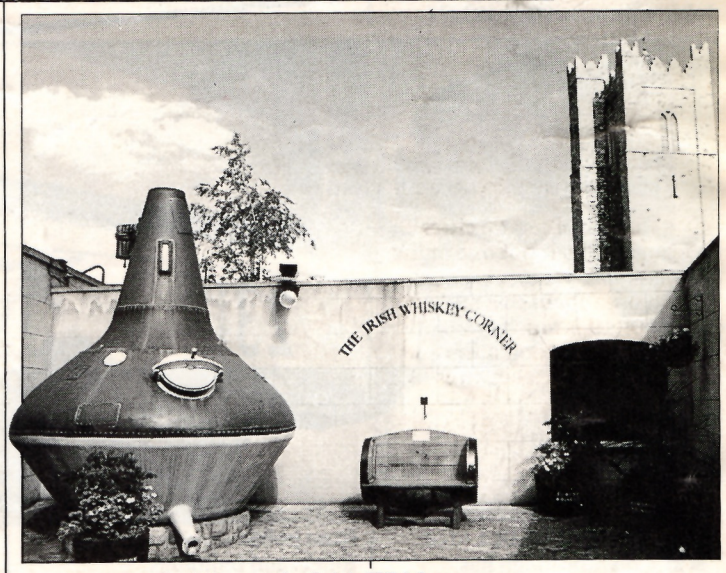
Ticket prices, which range from about IR£25 for the show and dinner to IR£15 for the show and a couple of drinks, are very reasonable, considering the quality of food and entertainment.

Mecca in Dublin... the famous Guinness brewery, which can be visited between 10am-3pm.

Those in search of more spontaneous fun can find music in any of seemingly innumerable bars around the city.

Dublin is not just a place – it is an experience. Small enough to be friendly, its status as the Irish capital nevertheless gives it a strong identity. Moreover – it's fun!

Hotelwise, Dublin offers a wide choice to the group operator, at all the levels one would expect of such a city. Interestingly, with Irish inflation at a significantly lower level than our own, prices compare very favourably with those of, say, London, and they bely Ireland's reputation as an expensive destination.



Learn about distilling at the Irish Whiskey corner.

Rates are, of course, negotiable to take account of the usual group considerations.

Jury's Hotel, to the south of the city centre, is very popular with visiting groups. It really is a pleasant establishment, with big, modern rooms and all 'mod cons'.

The eating, as seems to be the case all over the Republic of Ireland, is good – and reasonably priced.

Some commodities are pricey, however. A pint of beer can cost as much as IR£1.80, and petrol runs in at around IR£2.80 per gallon. Research into fuel costs is advisable.

Reaching Ireland is straightforward enough from the UK. Sealink and B & I run sailings from Liverpool, Holyhead, Pembroke and Fishguard to Dublin and Rosslare, while for tours taking in Northern Ireland or Donegal the services from Cairnryan and Stranraer, together with Belfast Ferries' route from Liverpool to Belfast fit the bill ideally.

Crossing times vary from around two to eight hours.

Of course, the coach operator can benefit from the wholesale package as well. Tour Link, of Bath, is currently offering interesting packages including Dublin and many other famous locations such as the Blarney Castle, Glendalough and Waterford (home of the crystalware).

St. Audoen's Church, which houses the Viking village.

In the second of these two features we shall be looking at a selection of venues outside Dublin.

Graphics on tap

WILSON Designs, a Nottinghamshire company with long standing coach industry connections, is keen to sell its design services to coach operators.

The company's location in Worksop places it at the heart of the British coach networks.

Its investment in computersised graphics equipment means it can create vinyls of operators' liveries very quickly and can produce low cost legal lettering and other similar material for coach sides and interiors.

For more details, contact John Wilson on 0909 483377.

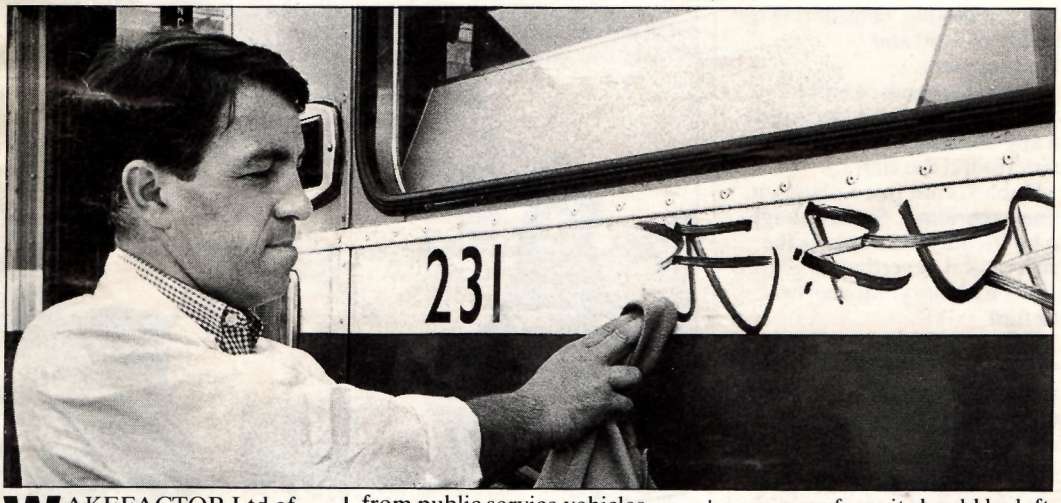
Cleaning up is made easier

SACTIF Clean Up, a new coagulant powder developed to cope with unpleasant liquid spills, has been launched by Lever Industrial.

Sactif Clean Up is a free-flowing, perfumed powder which, when shaken over spills, converts liquid into powder and masks the spill's smell.

The problem of dealing with unpleasant liquid is, therefore, replaced with the straight-forward task of brushing up or hoovering solid matter.

Cream removes graffiti



WAKEFACTOR Ltd of Loughborough has introduced a Graffiti Removal Cream which it claims solves the problem of removing the unappreciated efforts of that modern public menace, the graffiti artist.

Graffiti Removal Cream is suitable for use by coal companies, local authorities and anyone faced with the task of removing unwanted graffiti from public service vehicles, toilets and buildings.

The cream is a powerful and effective cleaner which will remove most felt tip inks, pencil, biro and cellulose based paints from a wide range of porous and non-porous surfaces such as glass, GRP, ceramic and painted panels.

It is applied to the defaced surface by means of a dry cloth or a stiff bristled brush. On porous surfaces it should be left for a few minutes.

Supplied in 5 litre polythene tubs, Graffiti Removal Cream is, to quote todays jargon, 'user friendly' in that it is non-smelling, non-toxic and is water soluble.

Information sheets, including notes on health and safety, are available from Wakefactor Ltd, Unit 3, Hanford Way, Loughborough.

Stick-on success

CUSTOMISED vinyl lettering in the form of prespaced, self-adhesive sets is now available in any of 560 standard typefaces from Vinyl Graphics Ltd of Reading.

The typefaces are stored in-house with instant computerised access, and can be supplied on the company's normal 24-hour delivery basis – in by 10am, out same day.

Lettering may be ordered in sizes from 10mm high to 1200mm, and in any of three material ranges. A comprehensive colour choice is available.

The many applications for customised lettering include outdoor signs, vehicle livery, exhibitions and promotions. The extensive typeface range and speed of service will also be valuable to designers and artists requiring display faces for artwork preparation, and for client presentations.

Further information and a full typeface list is available from: Vinyl Graphics Limited, 3-5 Tessa Road, Reading, Berks RG1 8HH. Tel: (0734) 505099.

Is your coach tagged?

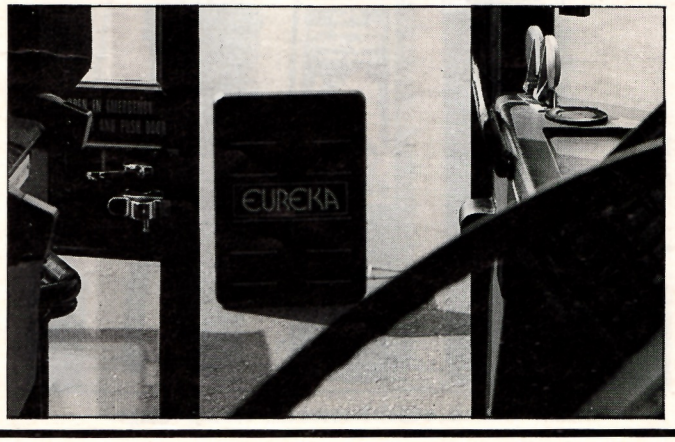
EUREKA Systems has launched a special version of its Radio frequency tag, designed to make it more attractive for use in buses and coaches.

The new tag has a range more than double that of the existing tags.

Eureka tags contain their own code and can be attached to vehicles, pallets, crates, containers, rolling stock or other items. As they pass an antennae, the code is 'read', and will trigger automatic responses.

They can be used to allow or deny access, for instance – an automatic barrier would rise to allow vehicles carrying authorised codes to pass, but would deny access to unauthorised codes on untagged vehicles.

Contact Eureka Systems, Wallisdown Road, Poole, Dorset. Tel: (0202) 537000.



APPOINTMENTS

VACANCIES WITHIN THE INDUSTRY

QUALIFIED PERSON SEEKS TRANSPORT/OPERATIONS MANAGER POSITION

CPC holder, also all types of PSV licence. Would consider anywhere in the country but would prefer North West or North East. References available.

Apply to Box No. 30396, Coachmart, EMAP Response Publishing, Wentworth House, Wentworth Street, Peterborough

(30396/SV)

PSV DRIVERS

Required urgently for UK and Continental work. Must be good all rounder, with any type PSV Licence.

Good rates of pay, self-employed only, accommodation available.

Tel. (0293) 775045 or 0860 295740 anytime

(30337/SV/49)

Shaws COACHES EST. 1922

Maxey, Peterborough

OPERATIONS MANAGER

Main tasks involve organising vehicle movements, scheduling, record maintenance, stock purchase, tachograph records, driver training and relief driving.

We are a family-run business, with 25 coaches on mixed operations. We are looking for someone who enjoys working in a friendly but often demanding environment and who can continue to operate efficiently when under pressure. Previous experience of the industry and a PSV licence are essential. Line management experience would be an advantage but is not essential. You will be required to be on duty and/or on call at weekends on a shared roster basis and you must be committed to providing a high standard of service.

Salary is negotiable for the right applicant.

Interested? Then please send your CV to Richard Shaw, Shaw's Coaches, 49 High St, Maxey, Peterborough PE6 9EF.

(30520/SV)

Stevensons OF UTTOXETER LIMITED

DEPOT MANAGER

WEST MIDLANDS

Stevensons are a substantial independent bus company. Due to continued expansion, we are looking for a depot manager for a new area of operation which we are opening up soon. The ideal candidate will have a broad base of transport and business experience, together with a "hands on" approach to management.

The successful applicant will receive an attractive salary together with a company car, pension scheme and other benefits associated with a progressive company.

Applicants should write, giving full details of experience and salary to:

Mr M Shepherd, Operations Manager, Stevensons of Uttoxeter Ltd, Wharf Road, Burton On Trent, Staffordshire DE14 1QL.

(30519/SV)

EXPERIENCED PSV DRIVER required for PRIVATE HIRE AND TOUR WORK

Telephone:

01-553-3141

(OFFICE HOURS)

(30379/SV)

COACHES WELCOME

CORNWALL

HEADLAND HOTEL

Cliffe Road, Perranporth
CORNWALL

7, 14 and 21 October weeks available, also bookings for 1990 being taken.

Situated 9 miles South of Newquay on a cliff top overlooking 3 miles of beach.

• 30 Bedrooms many ensuite. • Magnificent scenic coastal view. • Complimentary tea and coffee making facilities. • Entertainment. • Very spacious dining room and lounges. • Licensed Bar. • Varied choice of menu.

DRIVER – FREE OF CHARGE

Reservations:- 0872 573222

RAC ETB (Three Crowns) AA (30318/HO/50)

NEWQUAY
MINERVA HOTEL

Family-run hotel only yards from beach and town. TV all rooms. Bar, tea making facs. Central heating. Some en suite.

Bookings and enquiries welcomed for 1990.

Tel. (0637) 873439

(30425/HO/50)

NEWQUAY
SILVERDALE HOTEL
10 Mount Wise, TR7 2BD

Centrally situated with ample parking. All rooms tea making, most en suite, licensed bar, colour TV, lounge. Excellent food and accommodation.

Coach party vacancies for October, special reductions for OAPs. Also now accepting bookings for 1990.

Tel: (0637) 873358

(30317/HO)

LANCASHIRE

BLACKPOOL
ALLANDALE HOTEL

387 South Promenade

Seafront hotel, 30 bedrooms, 18 en suite rooms, all rooms TV, tea making, full ch, entertainment, parking for 2 coaches.

Vacancies for 15-17 Sept, 22-24 Sept, 29 Sept-1 Oct, Friday to Sunday. £45 basic or £50 en suite. Party nights plus free place for bus driver/organiser.

Few vacancies for illuminations weekends and October mid week Monday-Friday. Open all year.

Now taking 1990 bookings

Tel: 0253 46529 (30362/HO)

SCOTLAND

THE QUEENS HOTEL
Cullen, East Lothian

Some 1989 vacances still available, also bookings for 1990 now being taken.

★ 18 miles from Edinburgh
★ 35 bedrooms, 16 with private facilities
★ Tea/coffee makers in rooms
★ Nine golf courses within 10 miles.

(299491/HO)

Coach parties welcome

Call: 0620 841215

SUSSEX

AVONDALE

Private Hotel, Eastbourne

Has some vacancies left for coach parties in September/October.

Now taking 1990 bookings.

TELEPHONE: (0323) 23510

(30331/HO)

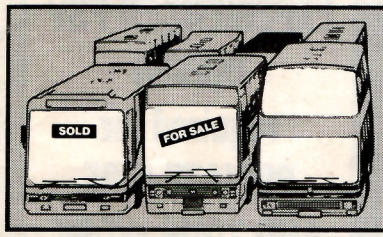
HOTELS?

JOURNEY BREAKS?

Up-to-date information available in

'Coaches Welcome'

every week



Coachmart Classified

The marketplace of the industry **0733 63100**

Bookings call: Debbie, Paul, Sue, Vicki. Tel. 0733 63100. Deadlines: Bookings – Tuesday 1pm for Thursday. Alterations and Cancellations: Monday 11am for Thursday

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ALLCO PASSENGER VEHICLES offer new and nearly new spares to fit most models. **Tel. 01-866 8900 or 0895 674422. car phone (0836) 241379/529555.** (22822/AE/13)

BEDFORD

1971 YRQ DUPLE VICEROY, 45 seats, new clutch, tested September 1990, good condition for year, **£1,400 + VAT. Purple Motors, Bethesda, Gwynedd, North Wales. Tel. 0248 600207.** (30436/BE)

BEDFORD YMT MOSELEY, 53 seater, 1977, MoT Dec '89, **£2,750. BEDFORD YMT DUPLE,** 53 seater, 1976 (P) reg, MoT March 1990, **£3,500. Tel. 0222 884648.** (30437/BE)

BEDFORD

P REG
BEDFORD YRQ

Plaxton Elite III, 45 seater, power door, 4 months tax and MoT.

£3,850 + VAT

Tel. (0934) 833177

(30398/BE)

1979 BEDFORD
REEBUR

17 seater, good condition, tax, 12 months MoT.

£3,500 + VAT

Tel. (0752) 568186

(30526/BE)

BEDFORD

1987 (D) BEDFORD YNV PLAXTON 3200 PARAMOUNT, 57 seats, radio/casette/pa, MoT June 1990. **£45,000.**

1988 (E) BEDFORD YNV CAETANO ALGARVE, 53 reclining seats, curtains, radio/cassette/pa, MoT July 1990. **£52,500.**

Both vehicles in very good condition

Please contact Harding Coaches

(0737) 842103

(29553/BE)

1982 BEDFORD YMT DOMINANT II, 53 seats, MoT April 1990, choice of two, engines recently reconditioned, very clean and tidy, **£11,500 + VAT ono, each vehicle. Tel. (0908) 510238.** (30339/BE/49)

Selection of BEDFORD and VOLVOS for sale

1976-1988

All with current MoTs

Most have been retrimmed

Paul Burton Coaches
Bury St Edmunds

(30427/BE/50)

1974 29 SEATER BEDFORD PJK PLAXTON, MoT July 1990, blue and white exterior, red interior, several new tyres, clean and tidy vehicle, ideal for small parties or school contracts. **£2,250 + VAT. Tel. 061 832 9445.** (30522/BE)

BEDFORD PJK

W Registered, 29 seater, tested March '90.

£7,500 + VAT

Possible part exchange for 53 seater.

Tel. (0234) 59763

(30521/BE/50)

1984 BEDFORD YNT LASER 53 seats, brown, soft trim interior, **ZF box** power door, side lockers, tinted windows, **radio,** P/A, **cassette, MoT April 1990. £28,000 ono. Tel 0200 22473 or 22197.** 30326/BE/49)

1980 PLAXTON SUPREME, 29 seater, recent English overhaul, tested March 1990, useful tidy coach, **£7,750. Tel. (0249) 782574 (North Wilts).** Some spare parts included. (30480/BE)

1984 PARAMOUNT, 43 seats, power door, moquette to roof and sides, ZF gearbox, new test. Good condition inside and out. **£27,500 + VAT. Tel. 0904 488603.** (30356/BE)

1979 PRIVATE PLATE YMT ALPHA

53 seats, power door, radio, tape, reconditioned engine fitted May 1989, taxed and tested till February 1990, good condition.

£8,000 + VAT

Tel. (0942) 464771

(30483/BE)

1981 X REG YNT TURBO SUPREME IV

White/red interior, 53 retrimmed grey/red seats, gangway carpets, radio/PA, Express doors, fully automatic, MoT Dec '89.

£15,500 ono + VAT

Tel. (0933) 318942
Northants

(30462/BE)

1979 BEDFORD YLQ, 45 seater Duple Dominant, air door, Telma, radio/cassette and PA system. Very clean. MoT May '90. £8,500+VAT. Tel. 051 263 7889 or 051 708 6201. (30321/BE/49)

X REG

BEDFORD YNT 500 TURBO

53 seats, Dominant IV, radio/PA, air door, tickets March and November, offered at

£15,000

Also contract vehicles with new tickets

Telephone: (0903) 691862

(30489/BE/50)

1979 BEDFORD MOSLEY 53 seater, MoT April 1990. **£7,950 + VAT. Tel. 051 424 5972.** (30325/BE/49)

BOVA

1982 BOVA EUROPA, 53 recliners, one owner from new, red interior, green/black/white exterior, MoT December 1989. **£27,000 + VAT. Independent Coachways, Leeds. Tel. 0532 586491.** (30454/BV)

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1976 BRISTOL V.R.T. SL3

Gardner 180 engine, 5 speed semi auto gearbox, P.A.S., 75 seat 17 standees.

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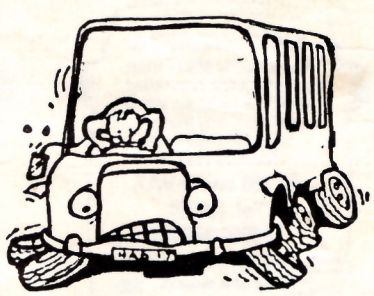

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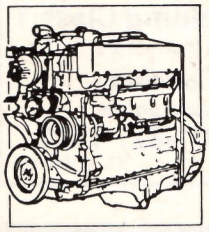

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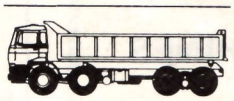

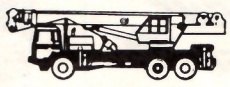

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ESSEX COUNTY COUNCIL

INVITATION TO TENDER FOR LOCAL BUS SERVICES

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County Planner, Essex County Council, Globe House, New Street, Chelmsford, Essex CM1 1LF or telephone Chelmsford (0245) 352232 Extension 332.

Completed tender documents must be received by 1200 hours (noon) on 12 September 1989. Tenders received after this date will not be considered.

R W Adcock
Chief Executive and Clerk 8 August 1989

(30507/TE)

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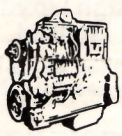

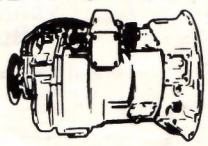

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16 seater **TRANSIT.** Alloy coachbuilt body, h/b seats, new test. **£2,950.**

1981 16 seater **TRANSIT.** New moquette seats, new test. **£3,950**

W reg 12 seater diesel **TRANSIT** plus overdrive, new test. **£2,750**

V reg, 12 seater **TRANSIT** petrol, new test. **£1,950**

1981 TRANSIT ambulance/minibus, 10 seater, tested. **£1,850**

Wanted – full sets of minibus seats

061 445 2425

(30496/MB)

FORD TRANSIT PSV, X Reg, 16 h/b seats, MoT July '90, reconditioned gearbox, **£3,200** + **VAT. Tel. (0273) 300563.** (30497/MB)

UNCLASSIFIED

ALPINE TRAVEL END OF SEASON SALE

1982 YMT Wadham Stringer, 61 seats, **£10,000.**

1975 Leyland Plaxton, 53 seats, **£6,000.**

1973 Leyland Alexander, 49 seats, **£4,000.**

1975 Leyland Northern Counties, 45 seats, **£6,000.**

1978 Ford Plaxton, 53 seats, **£3,500.**

Bedford YMT Contour, 53 seats, low mileage, **£28,000.**

1982 Ford R1114 Duple Dominant, 53 seats, low mileage, **£17,000.**

All with MoTs plus VAT

Tel: 0492 79133

(30392/UN/49)

UNCLASSIFIED

1978 T REG Bedford YLQ, 45 seater, DOM.11, good condition, tested until 7.3.90 .....£5,950

1976 R REG Bedford YMT, 53 seater, DOM. 1, new DOM 11 front, good condition, tested until 1.12.89.....£4,950

1972 PRIVATE PLATES AEC 760, Plaxton, 12 metre, 53 recliners, supreme 4 front and side trim, good condition, test until 4.4.90 ...£3,950

Telephone 0524 701213 (30479/UN/50)

Looking for something different?

1967 LEYLAND DIESEL MOBILE

Not a DIY but custom built for professional dance group. Comprising, dralon headlining throughout U-shaped lounge suite and TV at rear end. Fully fitted middle kitchen with stainless steel easy wipe backing, full size front dining area. Built-in roof fan extractors, kitchen and toilet. Hot and cold automatic water supply, 80 gallon storage. Toilet/shower room. Large Uni-wardrobe, fitted carpet throughout. 18mpg. MoT 12 months, driven on car licence, ideal for pop group or trader at large shows. Huge boot. 7 berth sleeper. £15,000.

Telephone (0597) 4720 (Powys) (30319/UN)

Ensignbus

DOUBLE DECK BUSES

1969-70 BRISTOL VRT1. ECW bodies, Gardner engines, long tickets.
1971-74 BRISTOL VRT2. ECW bodies, Gardner engines, long tickets.
1974-80 BRISTOL VRT3. ECW bodies, Gardner engines, long tickets.
1976-77 BRISTOL VRT3. Northern Counties, 2 door, no tickets.

SINGLE DECK BUSES

1974 BRISTOL RELH. Leyland 0680 engines, ECW body, ticket 10/89.
1974-77 LEYLAND NATIONALS. 10.3m bus or coach, seats 4/90-6/90 tickets.
1975 LEYLAND NATIONALS. 10.3m, 2 door with 6/90 tickets.

USED COACHES

1981 W REG BEDFORD YNT Duple, 46 reclining seats and spare set of 49 fixed seats, current MoT.
1982 LEYLAND TIGER Duple Goldliner, 46 seats, d/glazing, toilet on saloon floor, current MoT. Choice of two.
1985 'C' REG DAF MB. Berkhof, 49-53 seats, sunken toilet at rear, automatic gearbox.
1984 'A' REG DAF MB. Berkhof, Everest body, 49/53 seats, demountable toilet, current MoT.

PLUS MANY MORE TO CHOOSE FROM

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Telex 896731 Ensign G. Fax 0708 865201

24 hours a day

7 days a week

(30447/UN/50)

· USED VEHICLES · SEATS · GEARBOXES · SPARES ·

VEHICLES · SEATS · GEARBOXES

BRISTOL VRT ECW bodies, 13ft 8in in height, vgc, tested, choice of 3.
1974 LEYLAND LEP, private plates, Plaxton, test applied for.
1977 LEYLAND LEP DOM II, 49 seats, tested, choice of 3.
1967 LEYLAND PD3, ideal for driver training.
1975 LEYLAND NATIONALS, 10/11 metres, tested.
1977 BRISTOL LH SUPREMES, 41 seats, test applied for choice of 3.

SEAT RETRIMS UNDER £1,000

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I BUY YOUR REDUNDANT OBSOLETE VEHICLES AT A BETTER PRICE. VEHICLES COLLECTED. DISTANCE NO OBJECT. FULLY RECONDITIONED SEMI/AUTO AND MANUAL GEARBOXES WITH WARRANTY, MOST MAKES IN STOCK

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(26366/UN)

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N.D.Y. COACH SALES

Quarrington Hill – Durham
Tel: **091 3771802**
After hours: 091 2852239
(0207) 233698

1985 DAF BOVA, 53 recliners, TC April 1990, exceptionally clean, **£45,000.**

1981 LEYLAND WILLOWBROOK, Express, TC June 1990, above average condition, **£18,000.**

1980 VOLVO PLAXTON EXPRESS, new seats, TC August 1990, 'the very best of its type', **£26,000.**

N.D.Y. FOR QUALITY SERVICE
Coach repairs and painting

Floor to roof refurbishing
Glass stockists

W NORTH PV LTD

New and used spares to fit Bristol RE, LH, VR, FLF.

Leyland Leopard/Atlantean and many other single deck and double deck PSVs.

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(26534/UN/31)

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Route Master and Leyland National Mk 1
10.3 metre · 2 door
36 seats · 28 standees
Large selection of these vehicles in stock.
All buses fully prepared to buyer's requirements.
Full after sales service.
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01-724 5600 ext 20607
Fax 01-227 6515
Also available
A quantity of Gibson and Almex E ticket machines. (27007/UN)

FOR SALE

1979 Ford Plaxton, 53 seater coach, MoT February 1990.

1980 Bedford Duple, 53 seater coach, MoT January 1990.

1979 Bedford Duple, 53 seater coach, MoT December 1989.

Apply Kingdom's Tours Ltd.,
Westfield Garage, Exeter Road, Tiverton, Devon EX16 5NZ

Telephone: (0884) 252373

(30508/UN/SO)

COACHES FOR SALE

Due to fleet replacement

1981 218 Tiger S/A
Plaxton Supreme, 50 recliners.
£27,500

1984 245 Tiger S/A
Plaxton 3200, 49 recliners, toilet.
£39,500

1985 245 Tiger S/A
Plaxton 3500, 4★, Rapide spec, 48 recliners + courier, choice of 3.
From £49,500

1974 Bristol VR S/A
Double deck, 74 seats. **£7,500**

All the above vehicles have been maintained to a very high standard. Some in National Express livery.

Tel: 0782 286321

Brian Jones, Managing Director, Paramount Leisure Ltd, Clough St, Hanley, S.O.T.

(30458/UN)

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NEW TOYOTA CAETANO OPTIMO DL, white, fawn interior, immediate delivery, **£30,550.**
NEW TOYOTA CAETANO OPTIMO GL, 18 reclining seats + courier and large rear locker, white, grey/red interior, immediate delivery.
NEW TOYOTA CAETANO OPTIMO GL, 21 seats & courier, white with red interior, immediate delivery.
NEW FORD TRANSIT DIESEL 5 SPEED DEANSGATE, PSV, 14 moquette high-backed seats, white, immediate delivery.
1983 A MERCEDES 608D, Reeve Burgess, (19), curtains, MoT July 1990, **£11,500.**
1982 FORD TRANSIT DIESEL PSV (12). **£3,500.**
1981 X MERCEDES 207D, Devon (12). **£3,500.**
1981 BEDFORD YMQ'S 500 fully automatic, LEX Maxeta service bus, 33 moquette seats + 8 standees, MoT June 1990, **£9,850.**
1978 FORD R1114 DUPLE DOMINANT 11, (53), MoT March '90, clean. **£5,950.**
1977 'S' BEDFORD CF DIESEL, ZF 5 speed, Reebur (17), MoT Sept, **£1,250.**
1976 (R) BEDFORD YMT PLAXTON SUPREME, (53), MoT July 1990, very clean. **£5,250.**

Evington, Leicester LE5 6DQ
Tel. (0533) 730421 (25007/UN)

FOR SALE

1978/9 AEC, 49/53 seater Duple/Plaxton, choice of 5, from **£9,950**

1978 FORD 45 seater Duple **£4,950**

1975 LEYLAND 45 seater Duple, new engine **£4,950**

1987 MERCEDES 811, 21 seater **£17,500**

1987 FIAT, 14 seater **£7,500**

All vehicles with current MoTs

Tel. C&M Travel (Liverpool) 051 523 3118

(29927/UN)

1978 T Reg Bedford CF Petrol, 17 seat, Plaxton coach body, 12 months MoT.....**£3,000**

1972 AEC 760, ZF box, 53 seater, Plaxton, air door, 11 months MoT **£2,250**

1976 AEC 760 ZF box, 49 seater Plaxton.....**£4,000**

1979 AEC 760 semi automatic, 53 Plaxton seats, air door, 10 months MoT.....**£11,000**

No reasonable offer refused

Marchant Coaches, Cheltenham

(0242) 226267 or (0242) 513053 after hours

(30472/UN)

CHOICE OF TWO VAN HOOL ALIZEE B10M

1984 full spec, toilt, TV & video, coffee machine.

1984 Highliner, 50 recliners.

1980 Volvo Moseley, 51 recliners.

1971 double decker Daimler, Gardner engine, 72 seater, power steering.

All MoT'd and taxed and in good condition.

For more details from

0475 20000 office or 0475 42222 – garage 050587 3843 after 5pm

(29532/UN/48)

1971 FORD PLAXTON, 53 seater coach, retrimmed 4 years ago, Eaton 2 speed axle, telma retarder, tested until March 1990 **£1,900 plus VAT**

1971 BEDFORD PLAXTON 45 seater coach, was used every day on school contract, only needs steam clean and polish for test..... **£1,500 plus VAT**

Both are taxed and one driver vehicles **£3,200** for pair

Tel: (0702) 540456

(30493/UN)

BREAKING FOR SPARES, Leyland Leopards, Alexander 'Y' & 'T' type bodies, Plaxton Supreme bodies, Gardner/Fuller/Eaton spares. Tel. A.J. Bowen. James Bowen & Sons Ltd, Newbridge, Edinburgh. **Tel. 031 333 5333.** (30387/UN)

DAF MB200 DKFL PARAMOUNT 3500, A reg, 49 recliners, toilet video, Nomad, Webasto, double glazing, MoT June '90, good clean condition, 47,800. **VOLVO B58 DOMINANT,** P reg, 53 seats, armrests, radio/pa, power door, very good condition, MoT Feb '90, **£11,500. Tel. 0407 710139 (Anglesey).** (30486/UN)

BEDFORD YMT COACH. 53 seats 'R' reg 1977. Very reliable, quick sale **£2,650** + **VAT. TRANSIT PETROL** 11 seater 1987 'D' reg. P.S.V., immaculate **£6,000** + **VAT. Tel. 0222 884648.** (30523/UN)

OWNER RETIRED, 2 COACHES FOR SALE, Ford Plaxton, 53, COF July. 1981 Bedford YNT Plaxton, 53, COF Sept. **Tel (0270) 212729.** (30333/UN)

From minibuses to double deckers it makes sense to sell them through COACHMART

DUE TO FLEET UPDATE . . .

SUPREME BEDFORD 500.
1976, 53 seats, MoT 2/90 **£5,200 ono**

CAETANO BEDFORD 500
1977, 53 seats, MoT 10/89 **£5,200 ono**

VANHOOL BEDFORD 500
1977, 53 seats, MoT 11/89 **£4,800 ono**

ELITE BEDFORD 466
1973, 53 seats, MoT 5/90 **£2,900 ono**
(One owner)

FORD TRANSIT
1979, 12 seats, MoT 12/89 **£2,500 ono**
(One owner)

COLLECTORS ITEM
1966 PLAXTON EMBASSY
MoT 8/90, ***OFFERS***

ALL THE ABOVE VEHICLES ARE IN DAILY USE AND ARE WELL MAINTAINED. ALL PRICES ARE + VAT

Tel. ADRIAN ON CHIPPENHAM (0249) 74444 (30450/UN/50)

1982 VOLVO VAN HOOL ALIZEE, excellent mechanical order, full spec, MoT February 1990, part exchange considered, **£44,500. 1980 BEDFORD UNICAR,** 53 seats, MoT May 1990, **£5,000. Tel. 036 288 370 Travelwide Norfolk.** (30481/UN)

NORTH EASTERN BUS BREAKERS. Redundant and surplus vehicles wanted. Good prices paid! Distance no object! **Tel. 0207 280353 day, 0207 570719 evenings.** Good selection of mechanical and body parts availabie. (30332/UN)

1982 VOLVO B10M PLAXTON SUPREME V 6T, 50 recliners, courier seat, TV/video, Telma, air door. In first class condition. **£37,500 ono**

1981 'W' Reg FORD PLAXTON, 53 remoquetted seats, new rubber to floor, Telma, radio/PA, air door. **£12,500 ono**

1980 'V' Reg FORD PLAXTON, 53 remoquetted seats, new rubber to floor, Telma, radio/PA, airdoor. **£11,500 ono.**

ELCOCKS COACHES, Iron Bridge, Telford.
Tel. 0952 585712
0952 452124 after hours

(30488/UN/50)

DUE TO FLEET UPDATING THE FOLLOWING VEHICLES ARE NOW AVAILABLE

1982 T152 FORD PLAXTON

33 'E' type seats, new engine (uprated version), taxed, tested, power door.

P.O.A.

1982 NEOPLAN CITYLINER

49 seats, full executive with toilet, video, servery, etc, taxed and tested.

P.O.A.

Tel. 0772 633576

(30308/UN)

1984 (A) WARD DALESMAN, Perkins V8T, Van Hool Alizee H, 53R, TV & V, Ferry lift, all air. **£40,000.**

1983 (Y) WARD DALESMAN, Perkins V8T, 53S, Paramount 3200, wired for TV/V. **£26,000.**

1978 R1114, 53s, recon engine, **£4,000.**

1975 R1114, 53s, recon engine, rough body and seats, no test. **£1,500**

1970 (H) LEYLAND TIGER CUB, Fowler 44s bus, collectors item. **£2,000.**

1974 (M) BEDFORD 29s. PJK. Good runner, no test. **£2,500.**

Tel: (0244) 531042

(30509/UN)

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LEYLAND NATIONAL Mk 1 (1973) 12m, 51 seater, MoT'd, plain white, only £4,000

BEDFORD DOMINANT (1975) retrimmed, 53 seater, 1990 MoT, only £3,250

BEDFORD DOMINANT (1974) 45 seater, new MoT, only £2,750

(Will consider heavyweight vehicle part or full exchange on any/all above).

VANHOD MAN ALICRON (1984) private plate, 49 seats, demount w/c, TV/video, drinks machine, double glazed, ABS, new MoT .....£52,500 ono

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Winterstoke Road,
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Tel: (0934) 632612
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12 to 57 seat coaches plus full executives
(29918/HG/50)
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We may be able to offer you loads if you have high floored 53 seater standard vehicles.
Please phone, or put your details on telex to the coach operations department at Grey Green.
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Cannon Lane, Tonbridge
Tel: (0732) 350509
53 seat coaches, available late July, August and September West Kent M25/A21
(29666/HG/50)
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CYRIL H THOMAS (COACHES) LTD
SHELBURNE GARAGE, CALNE – (0249) 814455
21 to 53 coaches plus executives.
Situated on the M4 corridor.
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48 and 49-seater Volvo executives with reclining seats etc. Also 51 and 53-seater standard Volvos. Competent drivers for home and overseas travel.
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KINGSTON OF YEOVIL
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Have P90 full spec **57 seater** coaches available.
Continental and UK trade enquiries welcome
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48 to 53 seat executive coaches. 2 mins Junction 2 of the M1.
All work undertaken. 24 hr call out
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ParaMounT Leisure

Paramount Leisure Ltd
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Stoke-on-Trent ST1 4AS
Telephone: 0782 286321 or
0782 744744
Fax: 0782 744244

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Classified Sales Executive,
Coachmart,
Wentworth House,
Wentworth Street,
Peterborough
PE1 1DS.

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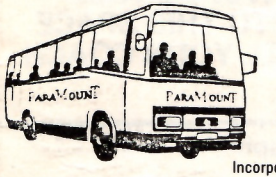
I would not hesitate to recommend Coachmart to anyone considering advertising.

Yours sincerely,



Brian Jones
Managing Director

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1977 'S' Reg
FORD SERVICE BUSES
full tickets, new engines, **choice of 2, 1 Alexnader body, 1 Duple body.**
Also
1973 LEYLAND SERVICE BUSES,
taxed and MoT'd. **choice of 2,** both in daily use.
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(30406/UN)

OCT 1979 LEYLAND 680.
Duple Dominant, 57 seats, MoT to 1/6/90. Good condition.
£18,000 + VAT.
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12 luxury seats, MoT 20th July 1990. **£6,500 + VAT**
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All replies willbe treated in the strictest confidence.

Reply to: Box No. 30422, Coachmart, EMAP Response, Wentworth House, Wentworth Street, Peterborough, Cambs.
(30422/BW/50)

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1974 BEDFORD YRT DOMINANT I, 53 seat Express, test July '88, recent reconditioned engine and gearbox, new clutch, straight panels. **£4,200. Tel. 0743 83442 (Shropshire).**

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ONLY £1.08 per word

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Obtain maximum attention for just an extra £12 added onto the **STANDARD POSITION** cost per insertion.

Remember – ideal for spares & miscellaneous items.

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3 SUPER POSITION

These positions are the most effective way to sell coaches under £10,000

ONLY £54

4 PREMIUM POSITION

A MAXIMUM OF 40 WORDS WILL FIT INTO THIS SPACE TO SELL YOUR COACH

A photograph and a comprehensive description of your vehicle gives you maximum impact

ONLY £82.80

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No. of words ..... **x £1.08** Total £..... ☐

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3 SUPER POSITION ..... **£54** ☐

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BOX NO. **(£8.00 per week)**..... ☐

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CARD No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

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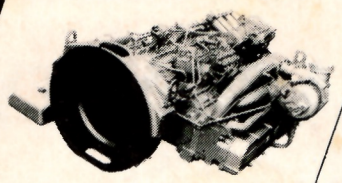
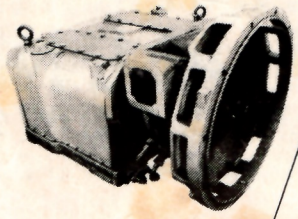
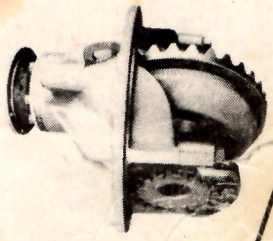


New & highest quality reconditioned engines.



Semi-auto and manual gearboxes.



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EXCELLENT AFTER SALES SERVICE

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1988 DENNIS JAVELIN DUPLE 320, 53 recliners, radio, PA & tape, TV & video, carpets, decorative curtz blinds, tinted glass, power door, continental door, toilet, courier seat, Klix coffee machine, fridge, side lock and soft trim. (Autumn tints)

1987 DAF SB JONCKHEERE Jubilee P50, 51 recliners, TV & video, coffee machine, bunk provision, doul glazing, carpets, new MoT.

1985 NEOPLAN JETLINER, 49 recliners, radio, PA & tape, video, 2 monitors, blinds, power door, centre sunken toilet, courier seat, Klix coffee machine, fridge, side lockers and soft trim.

1985 8 METRE P35 JONCKHEERE JUBILEE, 26 recliners, Cummins engine, radio/pa and tape, TV and video, Vogel Quattro 4000 seats with seat back tables, carpets, curtains, tinted glass, double glazing, Webasto, power door, toilet, water heater, courier seat, coffee machine, fridge, intercom, side lockers, and soft trim.

1984 DAF SB2300 LAG GALAXY, 49 recliners, radio, PA/tape, TV/video, carpets, curtains, tinted glass, single glazing, Webasto, power door, toilet, coffee machine and drivers bunk.

1984 DAF MB DUPLE CARIBBEAN I, 50 recliners, ZF splitter gearbox, radio, PA/tape, tinted glass, power door, continental door, courier seat, side lockers and moquette to roof.

1984 SETRA S228DT, 74 seater, radio, pa, tape, TV, video, tables, carpets, curtains, tinted glass, Webasto, power door, continental door, water heater, courier seat, fridge, intercom, side lockers and soft trim.

1983 FORD PLAXTON 3200, 53 seats, radio PA and tape, video, curtains, power door, soft trim.

1983 DAF MB200 LAG GALAXY, 49 recliners, radio PA and tape, TV and video, curtains, tinted glass, power door, rear toilet, courier seat, coffee machine, side lockers and moquette to roof.

1982 MAN SR280, 57 fixed seats, Volth automatic gearbox, radio, PA & tape, tinted glass, Webasto, power door, rear continental door, side lockers and soft trim.

1979 FORD PLAXTON SUPREME IV, 53 seats, power door.

FOR WEEKEND VIEWING CONTACT:

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John Dover **(084421) 7994,** East, London, South East

DURING OFFICE HOURS CONTACT:

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1988 E MB230 PARAMOUNT 3500**	53R
1988 E MB 230 VAN HOOL ALIZEE 'H'	51R + TOILET
1988 E SB-DHS VAN HOOL ALIZEE LOW DRIVER	51R + TOILET
1988 E SB-DKV VAN HOOL ALIZEE LOW DRIVER	51R + TOILET
1988 E SB-DHS DUPLE 340 SL	57R
1987 D MB230 DUPLE 320 SL	57R
1987 D MB-230 PARAMOUNT 3500**	53R
1987 D SB-DHS DUPLE 340 SL	53/57R + TOILET
1987 D SB-DHS PLAXTON 3500**	53R
1987 D MB230 DUPLE 340	53R
1986 D SB-DHTD PARAMOUNT 3200 LOW DRIVER	55'E' TYPE
1986 C MB 230 CARIBBEAN 11	49R + TOILET
1984 B SB-DHS JONCKHEERE P50	51R + TOILET
1981 W MB 200 PLAXTON SUPREME IV	53R

VOLVO

1983 - B10M PARAMOUNT 3500	49R + TOILET
1982 X B58 DUPLE DOM IV	53R

AEC

1979 T 760 DUPLE DOMINANT II	53

BOVA

1985 C FUTURA HI-LINE EXEC	49R + TOILET + AIR CONDITIONING
1984 B CALYPSO	53 'E' TYPE
1984 A FUTURA HI-LINE EXEC	49R + TOILET

LEYLAND

1984 A TIGER PLAXTON 3500**	49R + TOILET
1982 X TIGER PLAXTON SUPREME V EXPRESS	53
1976 P LEOPARD DUPLE DOMINANT	53

BEDFORD

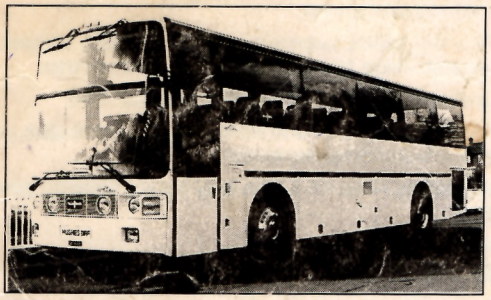
1983 Y CF PARFIO	12
1981 W YMT DOMINANT 11	53
1980 V PJK PLAXTON SUPREME	29
1977 S YMT VAN HOOL	53
1975 N YRQ PLAXTON	45

FORD

1981 W R1114 DUPLE DOMINANT III	53
1980 W R1114 PLAXTON SUPREME IV	53

BRISTOL

1978 S LHS PLAXTON SUPREME	35



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